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American Railroad Journal.

New York, Saturday, August 6, 1864.

Morris and Essex Railroad.

At the recent annual meeting of this company the following officers were elected: President, John F. Voorhees; Vice-Presidents, Peter Smith, David V. C. Grate, Charles S. Macknet, William W. Shippen; Secretary, William Vanderpool.

Two semi-annual dividends, three and a half per cent each, were paid during last year, in cash, amounting to $81,046. The financial statement for the year ending December 31, 1863, is as follows: Capital stock, $1,157,800; funded debt, $340,000; floating debt, $87,079 84; contingent fund, $264,746; total, $1,849,625 84.

The receipts from passengers were $175,087 11; from freight, $101,286 75; from Hoboken Land and Improvement Company, $9,217 70; from mails, rent and sundries $8,266 13; total $293,857 69. The operating expenses are $52,619 52, and the construction and equipment expenses $120,033 83.

Atlantic and Great Western Railway.

The important work, known under the above title, demands more than an ordinary notice. The first annual report of the companies conjointly engaged in its prosecution furnishes ample material for such a purpose, and from this we shall draw such information as may be pertinent to the subject in hand.

The Atlantic and Great Western Railway is composed of three distinct companies, incorporated severally under the laws of the States of New York, Pennsylvania and Ohio, viz: The New York Co. in May, 1859; the Penn. Co., in June 1857, and the Ohio Co. in June 1851. These corporations, while retaining their local organizations, however, have placed the control of the operating of the entire line under a central board of management, composed of two directors from each of the companies, and the engineer-in-chief. Thus many of the advantages and economies of a consolidation are attained, while to each company are secured its individual rights and profits.

The lines of the several companies are:

The At. & Gt. W. R. R. in New York.	48½ miles.
The At. & Gt. W. R. R. in Penn.....	92½ "
The At. & Gt. W. R. R. in Ohio.....	246 "
Total length of the conjoint lines...	387 "

The line extends from Salamanca, the point of connection with the Erie Railway, 415 miles west of New York, and stretches west and south-west to Dayton Ohio. From the latter city the Cincinnati, Hamilton and Dayton Railroad Company, in compliance with a contract made, has laid an extra rail on its line to Cincinnati, so as to furnish a track of the same gauge as the Atlantic and Great Western and connect it with the Ohio and Mississippi Railroad, thus affording an unbroken gauge of six feet from the city of New York to the city of St. Louis a distance of 1,202 miles.

In addition to the main line the Pennsylvania Company is constructing, and has partly completed its Eastern Coal Fields Branch and Extension from near Meadville to Oil City a distance of thirty-three miles.

And the companies in their conjoint capacity have constructed their Cleveland Branch from Leavittsburg to Lake Erie, 50 miles; and have leased for a term of 99 years from the 1st October 1863, the road of the Cleveland and Mahoning Railroad Company, 67 miles, with its Hubbard Branch, 11 miles.

When completed the main line and branches will stand as follows:

Main Line.....	387 miles.
Eastern Coal Fields Branch—33.	
Western Coal Fields Branch 11—.....	44 "
Cleveland Branch.....	50 "
Mahoning Railroad (leased).....	78 "
Making a total of.....	559 "

The progress of the work has undergone numerous mutations. A very considerable amount of work was done in Ohio by Henry Doolittle, contractor, between the years 1853 and 1857. During the same years the Erie and New York City Railroad Company, expended some $300,000 on the construction of their line in New York, which work was by legislative authority, purchased by the Atlantic and Great Western Railway Company in New York.

Owing to the adverse condition of the times the work was suspended in the states of Pennsylvania and New York, until the Spring of 1859, when it was resumed in Pennsylvania; and in May 1860, when it was re-commenced in New York under contract made with Henry Doolittle, and W. S. Streator.

Under these contracts the New York division, and eleven miles of the road in Pennsylvania were in a great measure finished; when owing to the death of Mr. Doolittle, the surviving partner was released by the companies from the obligations of the contracts, and the Pennsylvania and Ohio divisions, re-contracted to James McHenry, Esq., of London, by whom the work has been carried forward with steady and persevering energy, until now a valuable commerce makes the line from the Mississippi to the Hudson the carrier of its rich and increasing freight and passenger business. To the indomitable will and determined effort of this gentleman, under the most adverse circumstances, as also to his remarkable financial talent, is the enterprise indebted for its success.

To appreciate the labors which the work imposed, it must be borne in mind that during its ealier stages it was prosecuted in the face of great financial embarrassments in this country, when American enterprises were generally in discredit abroad; and during the more recent period amid all the commotion of the gigantic rebellion owing to which labor has been difficult to obtain, and wages and materials have been greatly enhanced in price. Great praise must also be awarded to T. W. Kennard, Esq., engineer-in-chief, for the energetic prosecution of the work itself and for its final consummation.

The first report of the companies brings affairs down to the 31 December 1863, at which time 356 miles of railroad had been brought into operation.

The following is the record:

	miles.
1860, Sept. 15, opened from Salamanca to Jamestown	83
1861, May 27, opened from Jamestown to Corry (Work suspended until May 1862.)	27
1862, Nov. 10, opened from Corry to Meadville	41
1863, Jan. 1, opened from Meadville to Warren	59
" Mar. opened from Warren to Ravenna	24
" June 1, opened from Ravenna to Franklin	25
" July 1, opened from Franklin to Akron	16
" Nov. 10, opened from Leavittsburg to Cleveland	50
" Dec. 31, opened from Akron to Galion	81
Total Dec. 31, 1863	356
Mahoning Railroad and Branch leased	78
Total miles operated Dec. 31, 1863	434

The remaining portion of the line from Galion to Dayton was completed in July 1864, and about the same time the extra rail on the Cincinnati, Hamilton and Dayton line was laid down.

The main line has been ballasted through nearly its whole length and is in good running order. Considerable however has yet to be done at the western division between Galion and Dayton.

Commodious permanent structures have been built at Salamanca, Mill Village, Cleveland and Meadville. At the last two mentioned places dining arrangements have been perfected, and at Meadville has been built a first class hotel for the accommodation of those who wish to rest on the route.

At all other points convenient structures have been built, sufficient in most cases for the business of the road and comfort of passengers, until the same can be replaced by permanent buildings from the earnings of the several roads.

Repair shops have been built at Corry, as also temporary shops at Meadville for use until the completion of large and permanent structures now in process of construction at Meadville and Franklin Mills.

The Rolling Stock owned by the three companies on the 31 December 1863, consisted of 74 locomotives, 19 first class passenger cars, 14 baggage and mail cars and 1,370 freight cars—apportion among the several corporations as follows:

	—At. & Gt. W. R.R.— N. York.	Penna.	Ohio.	Mah. Div.
Locomotives	8	28	21	16
Passenger cars	6	4	3	7
Baggage and mail cars	2	2	3	7
Freight cars	140	406	414	410

All the stock upon the line is of superior quality, and so far as practicable of uniform pattern. Owing to the difficulty in contracting for engines and cars, arrangements had been made for the lease of the Jersey City Locomotive Works for the building of 100 engines, a large part of which it was anticipated would be placed upon the line before the close of the year 1864. It was also expected that within the same period the companies would own 2,500 freight cars from contracts made, and including those which should be built in their own shops.

The traffic of the railway line for the year ending 31 December 1863, was principally of local character. The Cleveland Branch indeed was scarcely finished at the close of the year, and no connection had been made at the western end of the line. The earnings therefore have been derived chiefly from local services. The earnings and expenses were as follows:

	Gross Earn'gs.	Expenses.	Profit.
New York Div. (year)	$329,228 67	$185,179 87	$176,048 80
Penn. Div. (8 mos.)	317,340 76	169,303 47	148,037 29
East'n C. V. Br. (3 mos.)	42,374 38	19,623 60	23,243 78
Ohio Div. (8 mos.)	154,599 88	75,671 91	78,927 97
Cleveland Br. (3 mos.)	26,170 50	11,713 64	14,457 86
Mahoning Div. (3 mos.)	142,374 37	58,891 51	83,482 86
Total	$1,012,585 56	$489,408 00	$523,177 56

The number of passengers carried on the whole line was 216,284, and the receipts therefrom as follows:

	Eastward.	Westward.	Total.
Through passengers.	13,181	13,458	26,639
Way "	92,737	96,848	189,585
Total "	105,918	110,303	216,224
Passenger receipts	$98,885	$106,009	$204,894

—which does not include passengers carried on account of contractors, and which are also excluded from previous statement of earnings.

The tonnage of freight carried over the road was as follows:

Classes.	Eastward.	Westward.	Total.
Prod'ts of forest	12,226 51	20,445 27	32,671 78
" animals	42,066 05	1,381 15	43,447 20
Vegetable food	39,082 68	4,302 39	43,385 07
Other agricult'ral products	1,626 09	1,954 19	3,580 28
Manufactures	99,410 27	67,817 30	167,227 57
Merchandize	8,708 58	24,579 75	33,283 28
Other articles	23,220 27	32,272 46	55,492 73
Petroleum	82,062 05	8,644 71	90,706 76
Total tonnage	308,397 45	161,397 22	469,794 67

The total number of miles run by freight trains was	196,471
The total number of miles run by passenger trains was	131,521
Total miles run	327,992
The average earnings per mile run were	$2.65 31
" expenses " "	1.31 26
Net profit per mile run	$1.34 05

The number of barrels of petroleum carried was 533,487, of which 482,628 were carried to the East, and 50,859 to the West. The stations from which shipped, and the number of barrels from each were as follows:

Stations.	Barrels.	Stations.	Barrels.
Jamestown	4,048	Shaw's landing	2,022
Ashville	581	Utica	3,229
Columbus	4,715	Franklin	115,032
Corry	385,229	Baconsburg	1,088
Union	4,383	Warren	123
Cambridge	253	Leavittsburg	104
Meadville	12,598	Cleveland	83

Taking into consideration the newness and incompleteness of the road; its limited amount of rolling stock, and its insufficient arrangements for interchange of business with other roads, the result of the year's operation cannot be viewed as otherwise than satisfactory. It is not unreasonable to assume therefore that where an unfinished road will earn sufficient in its first year to pay its way so far as general expenses and interest are concerned, that the same road with its connections complete and itself in good running order will earn a revenue beyond the demands for operating and the payment of interest, and be enabled to divide largely upon its stock. This the Atlantic and Great Western Railway will certainly do as soon as completed. For some short period, however, all surplus revenue will have to be used in construction and improvements, which will in the end enure to the real benefit of stockholders.

The local traffic which has thus proven so remunerative will probably equal that of any other line of equal extent in the United States.

Through its entire length the road traverses a country of great agricultural wealth, and its branches extend into the most valuable mineral regions south of the lakes, abounding in coal of superior quality, (for smelting and manufacture of iron,) iron ore, limestone, cement and fire-clay.

Its numerous connections with other railroads, open outlets for its local trade to every portion of the country. The Philadelphia and Erie, the Erie and Pittsburg, the Cleveland and Pittsburg, and the Pittsburg, Fort Wayne and Chicago Railroads afford direct communication with Philadelphia, Pittsburg, and Chicago, while its terminal connections at Salamanca, Cleveland and Dayton offer it the business of the seaboard at New York, the commerce of the lakes and the traffic of the valley of the Mississippi.

To fully appreciate the value of the future local trade of the line it is necessary to refer more particularly to its sources of supply. The main line, as stated, traverses a most fertile extent of country, affording a large transportation of agricultural and dairy products, and from which is drawn a large part of the supply of live stock for the eastern markets.

Its branches and connecting roads give, in addition to the traffic incident to agriculture, a large export of lumber, coal, iron, and other minerals.

The Oil Creek Railroad extends from Corry to the northern centre of the oil-producing district upon Oil Creek. This road, although not owned by the Atlantic and Great Western Companies, is nevertheless built of uniform gauge, and will, from the nature of location, be a source of permanent and valuable traffic. The Eastern Coal Fields Branch and Extension now completed to Franklin and being extended to Oil City, the southern centre of the oil district, will control the transportation of the petroleum produced on French Creek and the Alleghany River, in addition to its share of the Oil Creek product. For the more convenient transportation of the oil from the wells to the railroad, the Oil Creek Railroad Company, and the Atlantic and Great Western Railroad Companies are laying between the termini of their roads, iron pipes through which the petroleum will be forced from the tanks at the wells to the railroad termini by powerful steam pumps. It is estimated that by this means, if necessary, 10,000 barrels a day can be delivered to the roads at a cost greatly less than by the present means, thus reducing the cost of the petroleum to the consumer, and preventing the fluctuations in the amount transported from the effect of the seasons on the wagon roads. Although during the past year the Atlantic and Great Western Railway has carried the vast amount of 533,487 barrels, it has not transported one-third of the product of this wonderful region. Its limited number of cars has rendered it impossible to prevent a large accumulation at the wells, which has found its outlet by the Alleghany River from time to time when swollen by rains. The yield of the year 1864 will be greatly in excess of 1863, and it is expected that additional rolling stock will give a largely increased revenue from this traffic.

The Mahoning Division extending from Cleveland to Youngstown and Hubbard, developes a district abounding in coal of a superior quality

for the manufacture of iron. The coal is not only superior to any brought to the Cleveland market, but has a great advantage in proximity to the lake. Its adaptation for the manufacture of iron in its raw state, without coking, has induced the establishment of furnaces and iron mills throughout the district, which promises to become, at no distant time, the iron manufacturing centre of the country. The iron ore from Lake Superior even now affords a most valuable return freight from the lake. The average tonnage of coal and ore for 1860, -'61, -'62, was: coal 186,738 tons; ore, 52,462 tons, and iron for 1862, 25,024 tons. The earnings in 1862 were $375,209, and in 1863, $511,847.

A careful investigation shows that the present supply of coal for the lake commerce, (did the road possess the means of transportation,) would be more than 1,700 tons a day, or at the rate of 500,00 tons for the year. The ore required for iron manufacture will not fall short of 100,000 tons.

It is impossible almost to estimate the value and extent of this traffic which seems to be limited only by the means of transportation, and will without doubt keep pace with the most energetic measures for its development. Now in its infancy it foreshadows its future immensity. The Western Coal Field Branch will within the year 1864, connect the Pennsylvania Division with the Hubbard Branch and thus open up the coal lands of the Shenango, (which have hitherto sent their products to Erie,) to the Cleveland market, as also to the local demands on the Pennsylvania and New York, and the Oil Creek Railroads. A line has been located southward from the Mahoning Railroad through the lands of the Ohio Coal Company comprising, 22,000 acres of most valuable mineral territory, and also in Pennsylvania through the lands of the Mercer Coal Company, comprising over 47,000 acres of the most valuable coal lands of the western part of the State. It is evident that the vast resources of this region will yield to the line a lucrative and constantly increasing traffic for generations to come.

The demand for coal for steamers on the lakes, for railroad and manufacturing purposes, and for the supply of the cities and towns which encircle the lakes from each of which radiate railroad arteries into the interior, must far surpass all anticipations.

Thus far the success of the enterprise has been all that could have been anticipated by the most sanguine of its friends, yet its business has been very much limited by its insufficient accommodations and deficiency of rolling stock—obstacles which the year 1864 will in a great measure remove.

Its prosperity indeed must be a cause of congratulation to all who have contributed towards its construction. The additional elements of future valuable traffic not taken into estimate by its projectors—of petroleum, coal and iron—already so largely developed, leave no doubt that its vast local traffic as well as through business will prove most remunerative to the shareholders.

The following tabular statements exhibit in so far as practicable the business of the line, both in the aggregate and in the detail, and present likewise a general view of the condition of the capital account at the end of the year:

Statement of the Business of the Railroad.

	New York Division.	Penna. Division.	Eastern Coal Fields Br.	Ohio Division.	Cleveland Branch.	Mahoning Division.	Total of all lines.
	$	$	$	$	$	$	$
Freight	279,179 52	217,604 01	27,238 51	74,553 54	21,079 58	116,911 26	736,566 42
Passengers	67,867 86	78,801 99	15,181 23	40,080 84	4,184 65	24,234 05	230,350 62
Hire of cars	5,497 10	19,107 27	.....	38,874 38	.....	.....	63,478 75
Other sources	3,420 85	1,827 49	454 64	1,091 12	909 27	1,229 06	8,932 43
	355,965 33	317,340 76	42,874 38	154,599 88	26,173 50	142,374 37	1,039,328 22
Less rebate*	26,742 66	.....	.....	.....	.....	.....	26,742 66
Gross earnings	$329,222 67	317,340 76	42,874 38	154,599 88	26,173 50	142,374 37	1,012,585 56
Office & station exp.	22,083 30	27,477 65	2,896 31	14,767 88	2,795 99	6,788 26	79,774 39
Cost of running	43,706 05	42,704 13	5,774 58	18,110 93	2,152 88	19,076 12	131,524 69
General expenses	24,787 64	18,564 93	1,683 95	11,462 15	380 61	89 53	56,918 81
Rep'rs of engines & cars	14,242 78	9,664 07	1,397 19	3,702 24	374 15	14,940 46	44,320 84
Repairs of roadway	27,402 54	62,871 41	6,818 35	20,094 65	6,821 02	11,943 35	135,951 32
Rep'rs of structures	1,161 81	678 74	5 16	338 13	.....	2,153 57	4,337 41
Incidental	16,569 04	4,569 98	672 66	6,094 91	139 98	662 11	28,708 68
Miscellaneous	3,276 26	2,772 56	377 40	1,101 02	101 01	243 11	7,871 86
Total expenses	$153,179 87	169,303 47	19,625 60	75,671 91	12,735 64	58,891 51	489,408 00
Net earnings	$176,042 80	148,037 29	23,248 78	78,927 97	13,437 86	83,482 86	523,177 56

* Allowed contractors on freight and laborers carried.

The following tabulations show the financial condition of the affairs of the several companies on the 31st of December, 1864:

Revenue Account.

Showing the Receipts and Expenses on account of Revenue for the year ending 31st December, 1863.

Balance from 1862	179,234 71	.....	.....	.....	.....	.....	179,234 71
Transp. receipts	329,222 67	317,340 76	42,874 38	154,599 88	26,173 50	142,374 37	1,012,585 56
Total receipts	508,457 38	317,340 76	42,874 38	154,599 88	26,173 50	142,374 37	1,191,820 27
Bal. from capital ac't	91,064 50	.....	6,177 31	159 47	.....	.....	97,401 28
Transp. expenses	153,179 87	169,303 47	19,625 60	75,671 91	12,735 64	58,891 51	489,408 00
Profit and loss	23,027 17	.....	.....	.....	.....	.....	23,027 17
Car service	.....	.....	4,305 27	.....	1,442 38	.....	5,747 65
Rent	.....	.....	.....	.....	.....	68,458 00	68,458 00
Balances	241,185 84	148,037 29	12,766 20	78,768 50	11,995 48	15,024 86	507,778 17
Total expenses	508,457 38	317,340 76	42,874 38	154,599 88	26,173 50	142,374 37	1,191,820 27

Condensed Balance Sheet.

Cash	62,955 16	151,749 82	.....	38,145 70	.....	17,079 94	269,930 62
Revenue stamps	388 35	.....	.....	.....	.....	.....	388 35
Ac'ts & bills rec'v'ble.	254,642 49	63,462 17	12,766 20	99,974 19	13,165 44	21,266 48	465,076 92
Real estate	.....	1,807 00	.....	.....	.....	.....	1,807 00
Construction	.....	.....	.....	346,924 74	.....	.....	346,924 74
Mad R. & L. E. R.R. stock	.....	.....	.....	1,100 00	.....	.....	1,100 00
Materials and fuel	.....	.....	.....	.....	.....	74,843 57	74,843 57
Rolling stock	.....	.....	.....	.....	.....	356,199 17	356,199 17
Total	317,986 00	217,018 99	12,766 20	485,944 63	13,165 44	468,889 11	1,515,770 33
Bal. from revenue	241,185 84	148,037 29	12,766 20	78,768 50	11,995 48	15,024 86	507,778 17
Ac'ts & bills payable	61,295 16	68,981 70	.....	407,176 13	1,169 96	458,864 25	992,487 20
Unpaid coupons	15,505 00	.....	.....	.....	.....	.....	15,505 00
Total	317,986 00	217,018 99	12,766 20	485,944 63	13,165 44	468,889 11	1,515,770 33

Capital Account.

Showing the Receipts and Expenditures on Capital Account to 31st December, 1863.

	New York Division.	Pennsylvania Division.	E. Coal Fields Branch.	Ohio Division.	Total of Companies.
Share capital authorized	$1,000,000 00	$2,000,000 00	$	$6,000,000 00	$9,000,000 00
Less amount not paid	91,004 32	286,493 59	.....	5,922,016 78	5,849,514 69
Share capital paid up	$908,995 68	$1,763,506 41	$	$977,983 22	$3,650,485 31
1st mortgage 7 per ct. bonds	980,000 00	2,500,000 00	400,000 00	717,000 00	4,597,000 00
2d " " "	593,665 00	956,000 00	.....	.....	1,549,665 00
Erie & N. Y. City R. R. Co., 7 per cent bonds	14,000 00	.....	.....	.....	14,000 00
Building fund (subscription)	.....	8,355 64	.....	.....	8,355 64
From Revenue account	91,064 50	.....	6,177 32	159 47	97,401 29
From balance sheet	.....	.....	.....	346,924 74	346,924 74
Total	$2,587,725 18	$5,227,862 05	$406,177 32	$2,042,067 43	$10,263,831 98
Construction	$2,420,703 57	$5,227,708 05	$406,177 32	$1,941,760 92	$9,996,349 86
Interest on share capital	.....	.....	.....	99,855 41	99,855 41
Interest on 1st mort. bonds	69,650 00	14 00	.....	461 10	70,115 10
" on 2d "	79,832 90	140 00	.....	.....	79,972 90
" on E. & N. Y. C. b'ds	980 00	.....	.....	.....	980 00
Premium on gold	16,558 71	.....	.....	.....	16,558 71
Total	$2,587,725 18	$5,227,862 05	$406,177 32	$2,042,067 43	$10,263,831 98

BALANCES OF GENERAL LEDGER (Central Department.)

To cash in hands of bankers		$11,637 36
To materials on hand		179,108 81
To accounts receivable:		
A. & G. W. R. Co. of Pa.	$7,832 46	
Cleveland Branch (Const'n)	59 50	
Other railway companies	21,857 07	
Agents, etc	30,787 38	
		60,536 41
		$251,282 58
By accounts payable:		
A. & G. W. R. Co. in N. Y.		$13,766 23
Eastern Coal Fields Br. and Extension		26,655 97
A. & G. W. Railway Co., Ohio		85,534 09
Cleveland Branch (Transportation)		13,165 44
Other railway companies		4,638 28
Agents and individuals		107,522 57
		$251,282 58

The officers of the companies for 1864 are as follows:

CENTRAL BOARD—Wm. Reynolds, John Dick, J. J. Shylock, (Meadville, Pa.,) Marvin Kent, (Franklin Mills, O.,) W. S. Streator, (Cleveland, O.,) and H. F. Allen, (Jamestown, N. Y.) *Chairman:* Wm. Reynolds; *Sec. and Treas.:* J. M. Dick; and *Auditor:* J. C. Calhoun. Office—Meadville, Pa.

NEW YORK DIVISION—Wm. Reynolds, President, (Meadville, Pa.,) and W. A. Bradshaw, Secretary and Treasurer, (Jamestown, N. Y.) Office—Jamestown, N. Y.

PENNSYLVANIA DIVISION—Wm. Reynolds, President, (Meadville, Pa.;) T. W. Kennard, Vice President, (New York City;) and Wm. Thorp, Secretary and Treasurer, (Meadville, Pa.) Office—Meadville, Pa.

OHIO DIVISION—Marvin Kent, President, (Franklin Mills, O.; Joel W. Tyler, Secretary, (Warren, O.,) and W. H. Grout, Assistant Secretary. Office—Franklin Mills, Ohio.

Bombay, Baroda and Central India R. W.

The 17th half yearly general meeting of this company was held on the 17th of June, in London, Col. P. T. French, presiding. The lines of road constructing by the Company commence at Bombay, of which we have on a former occasion spoken sufficiently. Baroda is another of those great East India cities with more than a hundred thousand inhabitants, the capital of a Mahratta chieftain who divides or at least a few years ago divided, with the British Government, the largest portion of Guzzerat. The present Northern terminus is at Ahmedabad, on the river Saburmutte, the line passing through Baroda.

The company has applied for sanction to a short extension from their present northern terminus at Ahmedabad, for a distance of about 2½ miles to the other side of the Saburmuttee river to be made with guaranteed capital. This is important as being the key of the country beyond in the direction of Deesa. Surveys have been made of the line to Deesa, of short branches from this Company's main line to Pitlaud. Dakore, and Veerumgaum, and also from Baroda to Neemuch, in addition to the line to Indore. When these shall have been received, together with the terms the Government will be prepared to concede to such undertakings, the Directors will take the necessary steps for bringing them before the Proprietors and the public. As stated in former reports, these extensions will have to be made with a capital entirely distinct from that of the existing Company.

By recent advices from India it appears that a further expenditure for sidings, station buildings, and other works and appurtenances on the line from Ahmedabad to Bolsar, and from Bolsar to Grant-road, to the extent of about £400,000, will be required, irrespective of the completion to Colaba, the Bombay terminus works, and the permanent workshops and storehouses of the Company.

While it appears from the report that 185¼ miles are open for traffic yet there is still a limit of 125 miles to be fully completed before Bombay, the southern terminus and chief port is connected with the part which is finished; and though no addition has been made to the open line during the half year ending the 31st of December last, the traffic has increased as appears from the following figures:

Comparing the half-years ending the 31st Decembe, 1862 and 1863, the following results are shown:

	Average mileage of open line.	Train miles run.	Gross Receipts. From pass., &c.	From Merch. live stock, &c.	Total.
1863	185¼	95,965¼	£37,239	£25,293	£62,532
1862	153¼	61,871¼	25,310	14,265	39,575
Increase.	32	34,094¼	11,929	11,028	22,957

This increase is equal to £79 9s, 2d. per railway mile, of which £35 19s. 2d. is due to passengers, and £43 10s. to goods. The comparison is as follows;

Rec'pts pr. R.W. mile:	Pass. £ s. d.	Goods. £ s. d.	Total. £ s. d.
1863	201 0 5	136 10 8	337 11 1
1862	165 1 3	93 0 8	258 1 11
Increase..	35 19 2	43 10 0	79 9 2

The result per train mile, is not materially altered, being 13s. 0.38d. to December, 1863, and 12s. 9.51d. to December 1862. The following statement shows the number of passengers and weight of merchandise carried in the two half-years respectively:

	Dec. 31, 1862. No.	Dec. 31, 1863. No.	Increase. No.
Passengers:			
1st class	1,025	1,770	745
2d	5,043	6,716	1,673
3d	402,656	436,961	34,305
Total	408,624	445,447	35,723
Merchandise:	Tons.	Tons.	Tons.
Public	17,636	36,810	19,174
Raily. materials	11,449	42,638	1,189
Total	29,089	49,448	30,363

The Directors think it may be interesting to the Proprietors to institute a similar comparison between the receipts for the years 1862 and 1863. They can thus mark the growth of the traffic over a longer period. The following is the result shown by such a comparison:

	Average mileage of open line.	Train miles run.	Gross Receipts. From pass., &c. £	From merchandise, &c. £	Total. £
1863	184¼	199,975¼	75,026	50,859	125,885
1862	142¼	117,296¼	43,019	21,764	64,783
Inc.	41¼	82,679	32,007	29,095	61,102

It thus appears that although the addition to the open line was only 41¼ miles, the traffic receipts are very nearly doubled. The increase is equal to £229 8s. 2d. per railway mile, which was contributed by passengers and goods traffic in the following amounts, viz., £105 16s 9d. and £123 11s. 5d. respectively, as shown in the subjoined table:

Gross receipts per railway mile:

Yr. ending Dec. 31.	From passengers.	From goods.	Total.
1863	407 3 11	276 0 8	683 4 7
1862	301 7 2	152 9 3	453 16 5
Increase..	105 16 9	123 11 5	229 8 2

The receipts per train mile were—In the year 1863 12s. 7.08d., do. 1862 11s. 0.55d., increase 1s. 6.53d. The number of passengers and weight of goods carried in the years 1862 and 1863, were as follows:

Passengers.	1862.	1863.	Increase.
1st class	2,062	3,458	1,396
2d class	10,759	13,458	2,699
3d class	820,704	837,877	17,173
Total	833,525	854,793	21,268
Merchandise:	Tons.	Tons.	Tons.
Public	29,171	74,595	45,424
R. W. materials	25,827	24,574	Less 1,253
Total	54,998	90,169	44,171

The working expenses during the half years ending Dec. 31, 1862 and 1863, have been as follows:

Working expenses.	Per ct. on Dec. 31, 1.62. Amnt. recpts.	Per ct. on Dec. 31, 1863. Amnt. recps.
Locomotive charges	7,407 18.72	10,459 17.72
Coach'g & merch. chgs.	3,305 8.35	4,668 7.46
Maintnce. of perm. way	3,993 10.09	8,818 17.11
General expenses	2,610 6.59	4,613 7.38
	£17,316 43.75	£28,558 45.67

The net revenue for the half year ending 31st Dec. last, was £33,974 which compared with the previous half-year to same date, viz. £22,259, shows an increase of £11,715, or £38 4s. 7d. per mile of open line. The rolling stock is generally in a satisfactory condition, but in consideration of the additional traffic to be expected when the line is completed to Bombay, ten additional engines are contracted for to be delivered in the months of November and December next, and further additions are expected to become necessary not only of engines but cars and wagons. By arrangement with the Government the existing rates for third class passengers is to be continued, of a half-penny or one cent per mile.

The total amount received on capital account up to 31st December last, was £4,435,785 10 of which £177,141 10 was paid up the last half-year. The total amount of audited expenditure of capital in England and India, including stores and materials was to the same period, £4,208,626, of which the sum of £587,354 8s. 9d. was expended during the half-year. In addition to this the further amount of £371,160 6s. 10d. was expended on the works in India to the 31st Dec. last, though not yet brought into the account as it has not yet been finally audited by the Government. The original share capital of £500,000 with a government guarantee of 5 per cent has all been taken up, and the Directors have also raised money on inconvertible debentures at 7 years, at the rate of £4. 10s. per cent. per annum, the principal and interest being guaranteed by the Government.

It would appear that while the remaining link to Bombay is not entirely finished, and not yet open to traffic, yet that construction trains have been running over it, and the Governor of Bombay has been actually transported over the whole line, to within 3¼ miles of the southern terminus.

To this report the Chairman added the following general statements:

So far as they had gone it may be considered that their line was now practically open from end to end; at least, so far as the carriage of materials was concerned it had been open since the end of December last; but the length available for traffic had not been increased. In one of the tables they would perceive that with an addition of only forty-one miles in the length of the railway from 1862 to 1863, the gross receipts had doubled. In 1863 the total receipts had been £125,885 on 184½ miles, while in 1862 it had been only £64,783 on 143 miles, showing an increase of £61,102, or nearly as much again. The gross receipts per railway mile were also very satisfactory, and showed the progress they had made in that respect. The net revenue for the half-year ending December had increased from £22,259 in the corresponding half of 1862 to £33,974 in the past half year. This might be considered correct in the absence of the Government audit. The railway stock numbered 3,102 vehicles. This included forty-eight upper story third-class carriages, which were found very compact and useful.

Any gentleman acquainted with the position of Bombay would see it was of the utmost importance to complete the line to that point, and be able to run their trains to the harbor. The extension mentioned in the report was one of the most important subjects, next after the entrance into Bombay. Those extensions would have to be made either by this Company or by a new. He might mention that in Guzzerat alone and down to Bolsar, the district was capable of employing 1,000 miles of railway before all the traffic of that extensive country could be secured to the railway.

The Chairman called attention to the interest accounts. They would see that the Company had paid out of revenue £90,980 of the sum advanced by the government on interest account up to June, 1863. The whole amount of the government advance in respect of interest was £673,011 to the 31st Dec. 1863, less £90,980 paid to the 30th June, 1863, leaving £582,031, and from which the net revenue for the half-year ending Dec. 31, will have to be deducted when the accounts have been audited by the government auditor. The amount of interest repaid out of profits was from receipts upon 184 miles, while the interest paid was on the whole sum expended on 310 miles, including 125 miles not yet opened for traffic. If they looked at the receipts and expenses per train mile, they would compare favorably with any other line in India. The £90,988 paid off, the interest was 18¼ per cent. of the whole advance.

It appears the Government is constructing country cross roads to connect with the line, and immense amounts of cotton were expected to be transported to it in consequence. The wealthy people along the line were taking great interest in the work, and one native Prince was having railway carriages constructed for his own particular use. There were also 30 miles of double track to be made North from Bombay. One day's delivery of freight would require depots covering seven acres, and for the accumulating freight, stores covering 28 acres; various improvements in the engines and trains had been adopted. The report was deemed highly satisfactory and the usual vote of thanks was passed.

Railroad Earnings—Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 3d week in July:

	1864.	1863.
Passengers	$8,532 02	$2,359 58
Freight	10,042 67	923 60
Mail, express & telegraph	1,189 58	885 00
Total	$19,764 27	$4,168 18
This month to date	$57,869 11	$20,526 17
Total since Jan. 1	$515,272 07	$313,385 20

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending July 21, 1864, were:

	1864.	1863.
Passengers	$2,449 84	$2,105 27
Freight	8,853 41	3,644 94
Express	104 16	75 00
Mails	296 58	296 58
Total	$11,703 49	$6,121 79
Increase		$5,581 70

Receipts from January 1st to July 21:

1864	$306,566 56
1863	187,059 84
Increase	$119,506 72

The traffic of the Great Western Railroad for the week ending July 22, 1864, was as follows:

Passengers	$22,359 09
Freight and live stock	19,771 99
Mails and sundries	1,214 76
Total	$43,345 84
Corresponding week of 1863	39,547 69
Increase	$3,798 15

The earnings of the Grand Trunk Railway for the week ending July 23, 1864, were:

Passengers	$32,817 79
Express freight, mails and sundries	2,500 00
Freight and live stock	56,588 65
Total	$91,906 44
Corresponding week, 1863	74,374 10
Increase	$17,532 34

The earnings of the Milwaukee and Prairie du Chien Railroad for the 3d week in July, 1864, were $31,497 00
Corresponding week of previous year.. 16,242 00
Increase, 88 per cent $15,255 00

The increase since Jan. 1, 1864, is $396,521—72 per cent.

The earnings of the Chicago and Northwestern Railway for the week ending July 21:

Passengers	$27,383 44
Freight &c.	89,852 58
Total	$117,236 02
Corresponding week of previous year.	59,735 11
Increase, 96½ per cent	$57,500 91

The earnings of the Dubuque and Sioux City Railroad for the third week in July, 1864, were $6,629 87
Corresponding week in 1863 3,787 45
Increase $2,842 42

The earnings of the Chicago and Alton Railroad Company for the week ending July 23, were:

	1864.	1863.
Passengers	$18,601 51	$14,213 38
Freight	36,567 77	28,065 65
Sundries	2,475 20	1,374 61
Total	$57,644 48	$43,653 64
Increase 1864		$13,990 84

The earnings of the Montreal and Champlain Railroad for the week ending July 23, 1864, were $6,164 29
Corresponding week of previous year.. 5,414 12
Increase $750 17

Finances of Ohio.

From the Report of the Commissioners of the Sinking Fund, we learn that the total funded debt of the State Nov. 15, 1863, was.... $13,464,809 93

During the six months ending May 15, 1864, there has been redeemed:

Of foreign loan of 1860	$4,000 00	
Of dom'stic loan of 1863	121,930 00	
Of the Union loan of 1866	500 00	
		126,430 00
Outstanding May 15, 1864		$13,338,379 93

The existing funded debt of the State consists of the following loans:

FOREIGN DEBT.

Loan of 1860, 6	per cent.	interest	$1,258,279 04
" 1865, 5	"	"	1,015,000 00
" 1868, 6	"	"	379,866 00
" 1870, 6	"	"	2,183,531 93
" 1875, 6	"	"	1,600,000 00
" 1881, 6	"	"	4,095,309 47
" 1886, 6	"	"	2,400,000 00
Total Foreign Debt			$12,931,986 44

DOMESTIC DEBT.

Stock of 1849, not bearing interest	$1,765 00	
National road bonds not bearing interest	60 36	
Miami Extension Canal loan of 1863, not bearing interest	123,855 00	
Union loan of 1866, not bearing interest	1,500 00	
Union loan of 1868, 6 per cent. interest	279,213 13	
		406,393 49
Total debt May 15, 1864		$13,338,379 93

The receipts into the Sinking Fund during the six months ending May 15, 1864, were:

Balance in Treasury, Nov. 15, 1863.	$274,317 61
From taxes—sinking fund	813,636 88
" —war loan fund	203,345 74
From school lands	74,191 34
From surplus revenue	29,489 25
From dividends, assets, etc	18,227 94
Total receipts	$1,413,208 76

And the disbursements were:

For interest on foreign debt	$383,243 15
For interest on domestic debt	6,478 00
For interest on school or trust funds	180,134 40
For interest on Union loan	28,958 83
For redemption of domestic debt	121,930 00
For redemption of Union loan	500 00
For sundry expenses	3,241 94
Total disbursements	$719,486 32
Balance in treasury	$693,722 44
Add balance in New York	21,986 45
Total amount of sinking fund on hand May 15, 1864	$715,708 89

It will be noticed in the redemption report given above, that $121,930 of the Miami Extension Canal Loan of 1863, has been surrendered to the State. The amount yet outstanding upon which interest ceased after May 1, 1864, is $123,155.

☞ The State of Pennsylvania paid its semi-annual interest on Monday, in currency, according to the provisions of an act of the Legislature to that effect.

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Acton ..... Ca.	200,000	5	----	2
Acton Vale ..... Ca	50,000	5	----	2
Adventure ..... L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	29
Algomah ..... "	20,000	----	2	3½
Alliance ..... Ca.	200,000	2½	----	----
Allouez ..... L. S.	20,000	----	1	5
American ..... Ca.	200,000	2½	----	----
Amygdaloid ..... L. S.	20,000	----	----	34
Annapolis ..... Md.	50,000	10	----	----
Arizona ..... Ariz. T.	10,000	100	----	----
Ascot ..... Ca.	20,000	20	----	----
Astor ..... L. S.	20,000	----	1	6½
Atlas ..... "	20,000	----	1	7
Aztec ..... "	20,000	----	1	4
Balt. and N. C. ..... N. C.	2,000	5	----	20c
Bare Hill ..... "	----	----	----	4½
Bay State ..... L. S.	20,000	----	----	21
Beaver ..... "	20,000	----	1	----
Bedford ..... Ca.	125,000	5	----	1½
Black River ..... "	200,000	2½	----	27
Bohemian ..... L. S.	20,000	----	----	10½
Bolton ..... Ca.	200,000	5	----	1
Boston ..... L. S.	20,000	----	5*	5½
B. and Corinth ..... Vt.	20,000	10	----	----
Brooklyn ..... L. S.	20,000	----	2	----
Bronze ..... Ca.	100,000	5	----	1
Cabot ..... L. S.	20,000	----	----	½
Caledonia ..... "	20,000	----	----	6
Cambridge ..... "	20,000	----	5	25c
Canada ..... Vt.	100,000	1	----	4½
Carp Lake ..... L. S.	20,000	----	----	3
Cascade ..... "	20,000	----	----	----
Central ..... "	20,000	----	----	63
Champlain ..... Ca.	200,000	1½	----	----
Chatham ..... "	200,000	2	----	----
Chaudiere ..... "	100,000	1	----	50c
Chester ..... "	200,000	1	----	12c
Cheticamp ..... "	30,000	5	----	----
Chippewa ..... L. S.	20,000	----	----	----
Cleveland ..... Ca	100,000	5	----	----
Cliff ..... L. S	20,000	----	----	----
Clifton ..... "	20,000	----	----	25c
Collin ..... "	20,000	----	----	----
Columbian ..... "	20,000	----	4½	8½
Consolidated ..... "	20,000	----	5	5c.
Copper Falls ..... "	20,000	----	24½	36
Copper Harbor ..... "	20,000	----	1	----
Copper Hill ..... "	200,000	1	----	----
Copperas Hill ..... "	50,000	10	----	----
Cornwall ..... Vt.	100,000	2	----	62c
Dacotah ..... L. S	20,000	----	----	5
Dana ..... "	20,000	----	3½	8½
Deep River ..... N. C.	----	5	----	20c
Delaware ..... L. S.	20,000	----	----	15
Derby ..... "	20,000	----	----	4
Devon ..... "	20,000	----	1	----
Dorchester ..... "	20,000	----	6	7
Douglas ..... "	20,000	----	----	----
Dover ..... Ca.	200,000	----	1	----
Dudley ..... L. S.	20,000	----	½	5½
Dunham ..... Ca.	200,000	2	----	30c
Durham ..... "	200,000	5	----	30c
Eagle River ..... L. S.	20,000	----	----	6
El Dorado (Silver) "	20,000	----	----	----
Escot ..... Ca.	25,000	20	----	4
Essex ..... "	200,000	----	----	19c
Etna ..... L. S.	20,000	----	----	15½
Eureka ..... "	20,000	----	----	----
Everett ..... "	20,000	----	5*	4
Evergreen Bluff ... "	20,000	----	----	20
Flint Steel ..... "	20,000	----	----	11
Forest City ..... "	20,000	----	3	----
Forest Shepherd .. "	20,000	----	6	----
Franklin ..... L. S.	20,000	----	6½	53½
French Creek ..... Pa.	100,000	5	----	1
Gardner City ..... L. S.	20,000	----	----	----
Gardner Hill ..... "	20,000	----	5	75c
Girard ..... "	20,000	----	----	6
Glade ..... "	20,000	----	1	----
Glencoe ..... Ca.	200,000	1	----	30c
Globe ..... L. S.	20,000	----	1	----
Grand Portage ... "	20,000	----	1	----
Grand Trunk ..... Ca.	100,000	5	----	65c
Great Western ..... L. S.	20,000	----	2	4½
Green Mountain ... Vt.	20,000	10	----	6
Guilford ..... L. S.	20,000	----	5	28c
Hamilton ..... "	20,000	----	----	7
Hancock ..... "	20,000	----	6½	13½
Hanover ..... "	20,000	----	----	3½
Hartford ..... "	20,000	25	12½	----
Hazzard ..... "	20,000	----	----	----
Highland ..... "	20,000	----	7	10½
Hilton ..... "	20,000	----	----	5
Hope ..... "	20,000	----	4	2½
Hudson ..... "	20,000	----	----	----
Hulbert ..... "	20,000	----	----	----
Humboldt ..... "	20,000	----	2	11
Hungarian ..... "	20,000	----	1	----
Huron ..... "	20,000	----	16	35
Indiana ..... "	20,000	----	----	7
Inverness ..... "	200,000	2½	----	----
Isle Haute ..... "	40,000	----	----	----
Isle Royale ..... L. S.	20,000	5	16	21½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:				
Jefferson ..... L. S.	20,000	----	----	----
Keweenaw ..... "	20,000	----	----	6
Kickapoo ..... "	20,000	----	1	----
King Phillip ..... "	20,000	----	2	----
Knowlton ..... "	20,000	----	1	9
Lafayette ..... Ca.	200,000	1	----	2½
Lake ..... "	200,000	1	----	12c
Lawrence ..... L. S.	20,000	----	----	----
Lennoxville ..... Ca.	100,000	5	----	1½
Logan ..... "	100,000	3	----	2
Lyster ..... "	200,000	2	----	----
Madison ..... L. S.	20,000	----	1	5½
Malden ..... "	20,000	----	1	----
Mandan ..... "	20,000	----	2½	50c
Manhattan ..... "	20,000	----	2½	9½
Marquette ..... "	20,000	----	----	4
Maryland ..... Md.	----	5	----	½
Mass ..... L. S.	20,000	----	----	----
Massachusetts ..... "	20,000	----	----	----
Mendota ..... "	20,000	----	----	3
Merrimac ..... "	20,000	----	1	5
Meteor ..... "	20,000	----	----	----
Mesnard ..... "	20,000	----	5½	10½
Michigan ..... "	20,000	----	----	----
Middlesex ..... "	20,000	----	----	----
Mineral Hill ..... "	----	----	----	2½
Minnesota ..... L. S.	20,000	----	3½	37
Missisquoi ..... Ca.	150,000	2	----	1½
Montezuma ... N. Mex.	300,000	5	----	----
Morrison ..... L. S.	20,000	----	----	----
Nashua ..... "	20,000	----	----	----
National ..... "	20,000	----	----	31
Native ..... "	20,000	----	5½	1½
Naumkeag ..... "	20,000	----	3	2½
Nelson ..... Ca.	200,000	1	1	10c
Nequaket ..... L. S.	20,000	----	----	----
Nevada (Silver) ... "	20,000	----	1	----
New England ..... "	20,000	----	2	2½
Newton ..... Ca.	200,000	1	----	----
New York ..... L. S.	20,000	----	----	1½
N. Y. & Passaic.. N. J.	100,000	5	----	----
North Cliff ..... L. S.	20,000	----	4	6½
North Silver Lake "	20,000	----	----	----
North State ..... "	20,000	----	3	10c
North Sutton ..... Ca.	100,000	5	----	1
North Western ... L. S.	20,000	----	7½	10
Norwich ..... "	20,000	----	----	4
Ogima ..... "	20,000	----	----	4½
Ontonagon ..... "	20,000	----	----	3
Ottawa ..... Ca.	200,000	1	----	53c
Pacific ..... L. S.	20,000	----	----	----
Pennsylvania ..... "	20,000	25	----	9½
Petherick ..... "	20,000	----	2½	12
Pewabic ..... "	20,000	----	3½	66½
Phila. & Boston... "	20,000	----	15	----
Phœnix ..... "	20,000	----	----	28
Pittsburg & Boston "	20,000	----	5½	84
Pontiac ..... "	20,000	----	3½	6
Prince of Wales ... Ca.	200,000	----	----	----
Providence ..... L. S.	20,000	----	----	2½
Quincy ..... "	20,000	----	10	102
Reid Hill ..... Ca.	200,000	1	----	----
Reliance ..... L. S.	20,000	----	----	½
Richford ..... "	60,000	5	----	----
Ridge ..... L. S.	20,000	----	----	----
Rockland ..... "	20,000	----	5	13
Roscoe ..... Ca	200,000	1	----	----
Rudisell ..... "	----	----	----	65c
St. Clair ..... L. S.	20,000	----	3	10
St. Flavien ..... Ca.	100,000	5	----	----
St. Francis ..... "	100,000	5	----	----
St. Mary's (L. & M.) L. S.	20,000	----	5½	10
Salem ..... "	20,000	----	1	----
Sharon Consol ..... "	20,000	----	----	2½
Sheldon ..... "	20,000	----	----	16
Silver Creek ..... "	20,000	----	1	----
Silver Hill ..... "	20,000	----	----	20c
Silver Lake ..... "	20,000	----	----	----
Silver Valley ..... "	20,000	----	----	30c.
Southampton ..... Ca.	100,000	5	----	----
South Bedford ..... "	200,000	2	----	----
South Side ..... L. S.	20,000	----	3	4
Springfield ..... Md.	----	5	----	1½
Stadecona ..... Ca.	100,000	5	----	----
Star ..... L. S.	20,000	----	7½	7½
Stark ..... Vt.	100,000	2	----	----
Strafford ..... "	30,000	10	----	2½
Superior ..... L. S.	20,000	----	4	10½
Sussex ..... "	20,000	----	----	----
Sutton ..... Ca.	100,000	5	----	1½
Toltec ..... L. S.	20,000	----	20	2½
Tremont ..... "	20,000	----	5*	3½
Union (L. & M.) ... "	20,000	----	----	----
Vernon ..... "	25,000	10	----	----
Victoria ..... L. S.	20,000	----	1½	----
Vulcan ..... "	20,000	----	----	----
Washington ..... "	20,000	----	----	----
Waterloo ..... Ca.	100,000	3	4*	62½
Waukegan ..... L. S.	20,000	----	----	----
West Minnesota.. "	20,000	----	2½	2½
Wickham ..... Ca.	200,000	5	----	52c
Wickopee ..... "	100,000	5	----	5½
Winthrop ..... L. S.	20,000	----	3½	6
Wyandotte ..... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
IRON:				
Copake ..... N. Y.	50,000	50	----	8½
East River	6,000	50	----	----
George's C'k C. & I. Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin ..... Me.	3,000	100	----	----
Lake Superior ..... L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant ..... Pa.	10,000	50	----	----
Teal Lake ..... L. S.	----	----	----	5½
Tyson	20,000	10	----	----
LEAD AND ZINC:				
Amenia ..... N. Y.	100,000	5	----	----
Bucks County ..... Pa.	----	----	----	1
Canada ..... Ca.	50,000	5	----	----
Clute	----	----	----	1
Crystal Lake	----	----	----	----
Erie	----	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone ..... Pa.	----	----	----	2½
Lancaster ..... "	----	----	----	----
Macomb ..... N. Y.	100,000	5	----	4
Mineral Point	100,000	5	----	----
Mount Hope ..... N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ..... N. J.	12,000	100	----	110
N. Y. & Boston.. N. Y.	100,000	5	----	3
Oswegatchie ..... Ca.	100,000	5	----	1½
Placentia Bay ..... N. F.	----	----	----	3
Ramsay ..... Ca.	20,000	25	----	----
Rossie ..... "	100,000	5	----	----
Shawangunk ..... N. Y.	100,000	5	----	----
Sussex ..... N. J.	----	----	----	90c
Union	100,000	5	----	57c.
Wallkill ..... N. Y.	----	----	----	2½
COAL & ANTHRACITE:				
American ..... Pa.	37,500	25	----	90
Ashburton ..... "	50,000	50	----	20
Atlantic & G. C. .. Md.	----	----	----	1½
Baltimore ..... "	----	100	----	85
Bear Valley ..... "	40,000	12½	----	18
Beaver Meadow ... Pa.	100,000	50	----	----
Belmont ..... "	10,000	50	----	17
Big Mountain ..... Pa.	----	----	----	7½
Blackhall ..... N. S.	8,000	25	----	----
Boston & Pictou. "	100,000	5	----	----
Bridgeport ..... Pa.	30,000	10	----	----
Broad Mountain ... "	30,000	10	----	----
Butler ..... "	----	----	----	22
Cape Briton ..... N. S.	200,000	2½	----	----
Carbondale ..... Pa.	----	----	----	----
Central ..... "	----	----	----	60
Clinton ..... "	----	----	----	½
Coal Brook ..... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.) Md.	50,000	100	----	62½
Daniel Webster	5,000	100	----	----
East Mahanoy ..... Pa.	----	----	----	----
Everhart	20,000	25	----	----
Franklin ..... Pa.	5,000	100	----	90½
Fulton ..... "	----	----	----	5½
Gilbertson	5,000	100	----	111½
George's Creek ..... Pa.	10,000	----	----	90
Grand Tunnel	4,000	100	----	----
Green Mountain ... Pa.	----	----	----	5½
Hampton & Balt.. Md.	----	----	----	109½
Hazleton ..... Pa.	32,300	50	----	82
Henry Clay	3,000	100	----	----
International ..... N. S.	20,000	50	----	----
Lawrence ..... Pa.	2,000	100	----	----
Locust Mountain ... "	----	----	----	74
Lorberry ..... "	4,000	100	----	----
Macan ..... "	2,000	100	----	----
Mahanoy ..... "	1,000	20	----	----
Metropolitan ..... "	----	100	----	----
Middle Coal Fields.. "	----	----	----	20
Milford	2,500	50	----	----
Mill Creek ..... Pa.	----	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ..... R. I.	8,000	10	----	----
New Creek ..... Pa.	----	----	----	1½
North. & Luzerne .. "	----	----	----	----
Penn ..... "	100,000	50	----	225
Penn. Cannel ..... "	6,000	50	----	----
Picton ..... "	4,000	100	----	----
Pine Knot ..... Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ..... Md.	40,000	10	----	----
Powell ..... Pa.	----	----	----	----
Preston ..... "	----	----	----	50
Princess Alex.... N. S.	5,000	100	----	----
Ridgeway	----	----	----	----
St. Clair ..... Pa.	5,000	100	----	22½
Schuylkill Valley.. "	20,000	10	----	3½
Shawmut	6,000	50	----	----
Short Mountain ... Pa.	16,000	50	----	53
Stafford	----	----	----	----
Suffolk	4,000	100	----	95
Sugar Loaf ..... Pa.	----	----	----	----
Summit ..... "	40,000	20	----	----
Susq. Coal & C. Mt. "	----	----	----	5½
Tamaqua ..... "	----	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley .. Pa.	----	----	----	54

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
GOLD, SILVER, AND QUICKSILVER:				
Ætna (G.) ..... Col.	50,000	10	----	----
Acadia (G.) ..... N. S.	100,000	3	----	----
Albion (G.) ..... "	100,000	3	----	3½
Alpine (G.) ..... Col.	150,000	10	----	----
Alps (G.) ..... "	100,000	5	----	----
American ..... "	200,000	2	----	----
Am. & Mex. (S.) .. N. M.	----	----	----	----
Am. Pioneer ..... A. T.	----	----	----	----
Arizona (Silver) .. "	----	----	----	----
Atlantic (G.) ..... N. S.	100,000	2	----	2
At. & Pac. (G. & S.) Nev.	50,000	10	----	33
Bay State (G.) ..... Col.	200,000	5	----	----
Beacon (G.) ..... N. S.	200,000	2	----	----
Benton (G.) ..... "	100,000	5	----	1½
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) ..... "	10,000	50	----	----
Briggs (G.) ..... "	10,000	100	----	----
Bullion (G.) ..... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.) ..... Ca.	200,000	2	----	----
Central (G.) ..... Col.	50,000	20	----	17½
Chaudiere (G.) ... Ca.	100,000	5	----	40c
Chebucto ..... N. S.	100,000	5	----	58c
Colonial (G.) ..... Ca.	100,000	2½	----	15c
Colorado (G.) ..... Col.	50,000	10	----	4
Consol. Greg'y (G.) Col.	50,000	100	----	25
Copalinahe (G.) .... "	200,000	20	----	----
Corisannis (G.) .... "	100,000	10	----	6
Corydon (G.) ..... "	100,000	25	----	4
Day & Bushnell (G.) C.	300,000	10	----	----
Denver (G.) ..... Ca.	50,000	20	12½	15
Dorset (G.) ..... "	170,000	5	----	----
El Dorado (G.) ... Nev.	100,000	5	----	----
Empire (S.) ..... "	----	----	----	----
Empress (S.) ..... "	----	----	----	----
Eureka (G.) ..... Cal.	----	----	----	----
Excelsior (G.) ..... Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.) .... Col.	100,000	5	----	----
Gilbert River (G.)... Ca.	100,000	5	----	1
Gilpin (G.) ..... Col.	100,000	5	----	1½
Gold ..... "	100,000	5	----	3½
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry (G. & S.) N.	----	----	----	----
Gunnell (G.) ..... Col.	300,000	10	----	4
Halifax (G.) ..... N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	----	----	----	----
Hohnan (G.) ..... Col.	150,000	2	----	----
Hope (G.) ..... "	80,000	25	10	10
Isaac's Harbor (G.) N. S.	100,000	5	----	½
Isabella (G.) ..... Col.	----	----	----	----
Kennebec (G.) ..... Ca.	100,000	5	----	----
Kent (G.) ..... N. S.	200,000	1	----	----
Lake (G.) ..... Col.	----	----	----	----
Lake Major ..... N. S.	12,000	50	----	----
Libertad (G. & S.) Mex.	----	----	----	----
Manhattan (G.) .... Col.	100,000	10	----	----
Mariposa (G.) ..... Cal.	100,000	100	----	47½
Massachusetts (G.) . Ca.	500,000	5	----	----
Mex. Pac. (G. & S.) Mex.	100,000	100	----	----
Montague (G.) .... N. S.	50,000	10	----	----
Montana (G.) ..... Col.	100,000	5	½	1½
Montezuma (G. & S.) N.	100,000	5	----	----
Mt. Alpine (G.) .... Col.	250,000	5	----	----
Mt. Vista (G. & S.) Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50,000	10	----	----
New York (S.) ..... "	100,000	10	----	----
N. Y. & N. S. (G.) N. S.	100,000	5	----	1½
Nova Scotia (S.).. "	100,000	2	----	2½
Oldham (G.) ..... "	100,000	2	----	----
Otate (S.) ..... Mex.	----	----	----	----
Palms (S.) ..... "	----	----	----	----
Peck (G.) ..... N. S.	100,000	5	----	----
Peninsular (S.)... L. Cal.	----	----	----	----
Picacho (S.) ..... A. T.	50,000	50	----	----
Pontiac (G.) ..... Col.	50,000	20	----	----
Prince Albert (G.) Ca.	100,000	2	----	14
Quartz Hill (G.) ... Col	100,000	100	----	13
Quicksilver ..... Cal.	40,000	25	----	80½
Renfrew (G.) ..... Ca.	120,000	2½	----	1½
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.) .... Col.	----	----	----	10½
Sacramento (S.)... Nev.	----	----	----	----
San Antonio (S.) .. A. T.	60,000	50	----	----
Santa Clara (Q.) ... Cal.	----	----	----	----
Santa Rita ..... Ariz. T.	----	----	----	----
Scottie (S.) ..... Ariz. T.	----	----	----	----
Sherbrooke (G.) .. N. S.	100,000	10	----	----
Sierra Nevada (G.) Col.	----	----	----	----
Silver Hill (S.) .... Nev.	----	----	----	----
Sonora (S.) ..... Ariz. T.	----	----	----	----
Southam (G.) ..... N. S.	100,000	5	----	----
Stafford (G.) ..... Ca.	100,000	5	----	2½
Star (G.) ..... Col.	100,000	25	----	----
Stewart (G.) ..... Ca.	100,000	5	4	75c
Tascher (G.) ..... "	50,000	10	----	----
Victoria (G.) ..... "	100,000	2	----	----
Waverly (G.) ..... "	50,000	10	----	----
Windsor (G.) ..... Col.	100,000	10	----	----
United States (G.).. "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length. Completed: equiv. val'n in single tr'k	Length. In progress or projected	Equipment. Cars. Horses.	Cars. 2 horse.	Cars. 1 horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	No		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	—	46½
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	—	61
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	—	119
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	—	—
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	—	—
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	—	—
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	—	46
30 Nov. '63	11.75	—	195	25	—	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	—	105
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,228	—	—	—	—	25
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	—	—
30 Nov. '63	36.88	—	762	125	—	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,589	10	—	80
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,782	174,422	32,618	8	—	77
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	—	—
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	78,300	—	1,800	9,789	1,273	—	—	—
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	—	30
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,600	32,900	—	—	5,685	1,711	5	—	—
30 Nov. '63	7.75	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	—	—
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	3	—	—
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	—	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	—	—
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	—	—
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fair eve nand Westville	100,000	100,000	—	—	—	—	—	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300.000	300,000	—	—	—	—	8	—	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	—	—
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	—	—
30 Sep. '63	24.00	—	—	—	35	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	100	69
30 Sep. '63	56.18	1.90	—	—	140	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.60	4.25	—	—	56	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	—	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k, N. & E. Riv. (N.Y.)	994,655	446,073	550,000	—	19,794	7,008	—	—	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g)	—	—	—	—	—	—	—	—	—
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Morris & Ford'm	—	—	—	—	—	—	8	—	—
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	11.00	—	—	—	N. Riv. & Wall st. Ferry (N.Y.)	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	—	18	—	Port Morris & Westchester	—	81,500	66,000	6,000	7,636	3 977	—	—	—
30 Sep. '63	16.00	—	—	—	—	Rochester City & Brighton	1,135,848	650,000	500,000	25,000	280,354	51,127	—	100	70
30 Sep. '63	8.37	—	—	40	25	Second Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	118
30 Sep. '63	—	—	—	—	—	Sixth Avenue (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.50	—	—	117	3	Tenth Av & 32d st. (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Third Avenue (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	2.00	3.50	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '63	1.50	—	—	—	3	Utica City	2,160	7,080	—	—	1,693	310	—	—	—
						V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '62	4.20	—	—	—	—	Orange and Newark	—	—	—	—	—	—	—	—	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	10	60
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,860	89,867	30,168	20	—	—
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	—	—
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	—	23
30 Nov. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	50	64
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	—	61
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9½	—	30
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	—	35
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	—	—
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	—	—
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	—	16
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,691	—	—	—	—
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	—	—
31 Oct. '63	7.04	—	108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,635	7,036	—	—	—
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,369	40,526	16,184	9½	—	—
31 Oct. '63	6.16	—	128	21	—	Race and Vine (Fairmount)	121,613	180,000	125,000	57,546	72,437	5,983	—	—	10
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	5
31 Oct. '63	7.78	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	—	20
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	96,803	36	20	73
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	—	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil. & Gr'n F.)	173,010	159,312	15,500	—	75,086	18,417	17	—	41½
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens')	171,776	192,750	—	6,000	126,623	45,960	16	20	49½
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	—	28½
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	—	69
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,050	21,058	—	—	22
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.31	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	—	—
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	—	—
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	—	—	—	—	—	—	—
30 Nov. '62	10.20	—	—	—	—	St Louis	298,604	298,604	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	----
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1882	----
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	----
Real Estate	22,900	7	----	----	----
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	----
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	----
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	----
Citizens' [Pittsburg]:					
1st Mortgage	47,800	7	J. & J.	1870	----
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	----
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	----
Delaware County:					
1st Mortgage	6,500	7	----	----	----
Dorchester:					
Real Estate Mortgage	5,000	6	----	----	----
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	----	----
Forty-secon'd street:					
1st Mortgage	127,150	7	J. & J.	1878	----
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1880	----
Green and Coates St.:					
1st Mortgage	92,000	7	J. & J.	1870	110
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	----
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	----
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71 '72	100
Malden and Melrose:					
1st Mortgage guarantied	60,000	6	----	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	----	----	----
Metropolitan:					
1st Mortgage	36,625	6	----	----	----
Real Estate Mortgage	------	6	----	----	----
Middlesex:					
Malden & Melrose bonds	60,000	6	----	1870	----
Real Estate	6,210	--	----	----	----
Ninth Avenue:					
1st Mortgage	57,000	7	----	----	----
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	----
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	----
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	----
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	----
Pittsburg & Birmingham:					
1st Mortgage	22,800	7	J. & J.	1870	----
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	----
Quincy:					
Plain bonds	50,000	--	M. & S.	1868	----
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	----
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	----	----
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	----
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1869	----
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	----
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	----
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	----
Real Estate bonds	60,000	----	----	----	----
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	----
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	----
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	----

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
UNITED STATES LOANS.					
Loan of June 28, 1847.....registered	$9,415,250	6	Jan. & July.	1867	115
" " " ....coupon		6	" "	1867	112
Loan of Dec. 31, 1848.....registered	8,908,342	6	" "	1868	113
" " " ....coupon		6	" "	1868	114
Texas Indemnity, of Sep. 9, 1850.....coupon	2,162,000	5	" "	1865	215
Loan of June 14, 1858.....registered	20,000,000	5	" "	1874	95
" " " ....coupon		5	" "	1874	100
Loan of June 22, 1860.....registered	7,022,000	5	" "	1871	98
" " " ....coupon		5	" "	1871	97
Oregon War Debt of June, 1861....coupon	1,016,000	6	" "	1881	108
" " " " ....coupon		6	Yearly.	1881	110
Loan of Feb. 8, 1861.....registered	18,415,000	6	Jan. & July.	1881	105
" " " ....coupon		6	" "	1881	106
Loan of July 17, 1861.....registered	71,421,700	6	" "	1881	102½
" " " ....coupon		6	" "	1881	103½
Loan of Feb. 25, 1862 (5-20s).....registered	510,766,900	6	May & Nov.	1882	106½
" " " (5-20s).....coupon		6	" "	1882	107½
Treasury Notes of Aug. 1861.....coupon	118,577,650	7.3	Feb. & Aug.	1864	108½
" " Oct. 1861.....coupon		7.3	April & Oct.	1864	107½
Loan of 1864 (10-40s).....coupon	70,239,250	5	Mar. & Sept.	1904	----
" " " ....registered		5	" "	1904	----
One Year Treasury Notes (legal tender).....	44,500,000	5	----------	------	----
Two Year " " " "	127,909,300	5	----------	------	----
Certificates of Indebtedness.....	151,998,000	6	On redemp'n	------	94½
[N.B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate bonds. Interest payable in coin.					
STATE LOANS.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. R. B'k)....coupon	599,000	6	No int'est paid for many y'rs	1868	----
" " " (B'k of State). "	610,000	6		1868	----
" " " (" "). "	38,000	5		1868	----
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July.	1878	161
" " " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut - War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	----
" " " " ..... "		6	" "	'81-'82	105½
" " " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds.....coupon	143,000	7	----------	------	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" " " (R. R. & B'k) "	2,073,750	6	" "	'63-'80	60
" " " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock.....Inscribed	1,970,967	6	Jan. & July.	1870	100
" " " bonds ..... "	1,322,085	6	" "	1877	101
" —Interest stock.....	737,222	6	" "	1880	100
" —Refunded stock .....coupon	2,187,000	6	" "	'63-'80	106
" —War bonds..... "	2,000,000	6	" "	1879	97
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	102
" " " (dollar)..... "	1 969,397	6	" "	1870	100
Indiana—State stock .....registered	5,325,500	6	Jan. & July.	1886	86½
" " "	2,058,173	2½	" "	1886	68
" —State Int. Imp bonds (not adjusted)	891,000	----------		d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	99
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	------	86
" " " special stock "	1,216,737	5	" "	------	----
" " Deferred stock..... "	1,243,000	5	" "	------	----
" " " special stock "	479,545	5	" "	------	----
Iowa—State stocks.....coupon	200,000	7	Jan. & July	1868	----
" " " (war loan)..... "	800,000	7	" "	'81-'82	----
" " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" " " " ..... "	54,000	7	May & Nov.	1878	----
" " " (domestic)..... "	65,000	6	July.	1883	----
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'65-'75	----
" " " ..... "		5	" "	'81-'91	----
" " " ..... "		5	" "	'93-'96	----
" " " (bank)..... "	600,000	5	" "	1891	----
" " " ..... "	67,500	6	" "	'91-'96	105
" " " (war loan) . "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)...coupon	516,130	6	----------	d'm'd.	73
" " " (R. R. etc.)... "	2,902,000	6	----------	'67-'99	----
" " " (banks)..... "	5,398,533	6	----------	------	----
" " " (war loan)... "	670,000	6	----------	------	----
Maine—State bonds .....coupon	----------	6	Mar. & Sept.	'63-'77	100
" " " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'k'g).....coupon	816,000	5	Chiefly quarterly.	1865	----
" " " (st'k'g conv.)... "	200,376	5		1865	----
" " " (st'k'g)..... "	5,585,585	5		'89-'90	104½
" " " (st'k'g conv.)... "	2,490,569	5		'89-'90	108
" " " (dollar)..... inscribed	600,000	3		1890	----
" " " (")..... "	100,000	4½		1888	----
" " " (")..... "	767,660	5		'42-'56	----
" " " (")..... "	399,408	5		1880	----
" " " (")..... "	148,711	5		'89-'90	108
" " " (")..... "	133,689	6		pleas.	----
" " " (")..... "	3,000,000	6		1870	107
" " " (")..... "	35,000	6		1885	----
" " " (")..... "	602,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'68-'71	----
" " " " (T. & G.R.R.)... "	508,380	6	" "	'88-'90	----
" " " " (" ").dollar	416,500	6	" "	'90-'91	121
" " " " (" "). "	300,000	5	" "	1893	124
" " " (East'rn R.R.) "	800,000	6	Jan. & July.	'65-'71	120
" " " (N. & W. R.R.) "	400,000	6	" "	1870	----
" " " (Cons. Stat sc.) "	150,000	6	" "	1870	----
" " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128½
" " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" " " (" ") "	94,000	5	Jan. & July.	1874	----
" " " scrip.....	200,000	6	" "	'64-'66	----
" " "	247,000	6	June & Dec.	'68-'72	----
" " "	53,000	5	" "	'65-'72	----

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest—Rate.	Interest—Periods.	When due.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" " —Bounty Fund Loan..... "	600,000	5	" "	'77-'78	115½
" " —Coast Defence Loan..... "	500,000	5	May & Nov	1893	119
" " —Back Bay Loan ..... "	1,000,000	5	" "	1883	118½
Michigan—Renewal Loan .....coupon	168,000	5	" "	1880	----
" —Canal Loan.....(sink'g f'd) "	216,000	6	Jan. & July.	1878	103
" —War Loan .....(" ") "	100,000	6	" "	1879	----
" —Redemption Fn (" ") "	567,000	7	" "	18-6	105
Minnesota—State bonds .....coupon	2,000,000	6	" "	'68-'89	----
" " " (Indian war). "	250,000	8	Jan. & July.	1867	100
" " " (Railroads)... "	100,000	7	" "	1871	----
Mississippi—State bonds (Banks).....coupon	2,275,000	7	" "	1883	----
Missouri—Bank Stock Loan of 1857.....	2,000,000	6	----------	'41-'71	----
" " " "	63,000	5½	Jan. & July.	1863	68½
" " " "	199,000	6	" "	1863	67
" —Capitol Loan of 1857.....	100,000	6	April &. Oct	1863	----
" —Renewal Loan of 1853.....	40,000	6	Jan. & July.	1863	----
" —R. R. Loans: Pacific R. R...coupon	200,000	6	" "	1883	----
" " " S.W. Branch... "	7,000,000	6	" "	'72-'88	72½
" " " H. & St. Joseph "	4,500,000	6	" "	'87-'89	----
" " " N. Missouri .. "	3,000,000	6	" "	'73-'87	86
" " " Iron Mountain "	4,350,000	6	" "	'72-'87	----
" " " C. & Fulton .. "	3,501,000	6	" "	'73-'89	----
" " " Platte Co. .... "	650,000	6	" "	'87-'89	----
" —Revenue bonds ..... "	700,000	6	" "	1889	----
" —State Defense warrants	431,000	9	June & Dec.	'64-'66	----
New Hampshire—State bonds.....coupon	780,000	----------		------	----
" " —Notes	535,100	6	Feb. & Aug.	1876	100
New Jersey—State stock .....registered	200,000	6	----------	------	----
" " —State bonds (war loan).coupon	95,000	6	Jan. & July.	Var.	----
" " " (" "). "	531,820	6	" "	'65-'71	----
New York—General F'd: Astor Debt.....	200,000	6	" "	1871	----
" " " " Deficiency Loans..	561,500	5	Jan. & July.	pleas.	----
" " " " " " ..	348,107	5	" "	pleas.	----
" " " " " " ..	900,000	5	" "	1875	----
" " " " " " ..	442,961	5	May & Nov.	1868	107
" " " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " " " " " ..	1,300,000	6	" "	'68-'78	116
" " " " " " ..	700,000	7	" "	1870	113
" " " " Comptroller's b'nds	28,698	5	----------	d'm'd.	----
" " " " " " ..	11,050	6½	----------	d'm'd.	----
" " " " " " ..	14,230	6	----------	d'm'd.	----
" " " " Railroad Loans.....	421,000	6	Jan. & July.	'65-'67	----
" " " " " " ..	287,700	4½	J., A., J., & O.	1864	----
" " " " " " ..	68,000	5	Feb. & Aug.	1876	----
" " " " " " ..	28,000	5½	J., A., J., & O.	1865	----
" " " " " " ..	320,000	5½	Jan. & July.	1865	----
" " " " " " ..	100,000	6	" "	1867	----
" " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	109½
" " " " " " ..	15,889,025	6	" "	'64-'76	114
" " " " " " ..	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	60
Ohio—State bonds (foreign debt) ....coupon	1,258,279	6	Jan. & July.	1860	110½
" " " (" ") .... "	1,015,000	5	" "	1865	94
" " " (" ") .... "	379,866	6	" "	1868	----
" " " (" ") .... "	2,183,532	6	" "	1870	105
" " " (" ") .... "	1,600,000	6	" "	1875	108½
" " " (" ") .... "	4,095,309	6	" "	1881	115
" " " (" ") .... "	2,400,000	6	" "	1886	114
" " " (domestic debt).....	125,680	6	" "	1863	108
" " " (war loan).....coupon	1,500	----	" "	1866	----
" " " (" ")..... "	279,313	----	" "	1868	----
" —Irreducib'e debt (school funds, etc.)...	2,920,403	6	Yearly.	------	----
Oregon—State scrip	55,372	----------		------	----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" " " "	10,780,095	5	Jan. & July.	due.	101
" " " "	3,886,070	5	Feb. & Aug.	due.	----
" " " "	3,690,614	5	Mar. & Sept.	due.	----
" " " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	104½
" —State Stock Loans.....	1,177,890	5	" "	1864	----
" " "	675,029	5	Feb. & Aug.	1864	----
" " "	1,045,629	5	June & Dec.	1864	----
" " "	1,558,673	5	Jan. & July.	1865	----
" " "	2,277,755	5	" "	1868	----
" " "	1,766,214	5	" "	1870	101½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	100½
" " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds.....coupon	650,000	5	Jan. & July.	1892	----
" —Bank Charter Loans.....	360,937	5	----------	------	----
" —Relief Notes in circulation...	97,360	----	----------	------	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	104
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	100
South Carolina—State bonds (stg).....coupon	484,444	5	----------	1868	----
" " —Inscribed certificates	1,708,017	6	----------	'68-'90	----
" " —State b'ds (railroads).coupon	1,310,000	6	----------	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	----------	1882	56
" " " " (interu. impr.) "	2,063,606	5	----------	Var.	48
" " " " (railroads)... "	12,799,000	6	----------	Var.	----
" " " " (capitol) ..... "	608,000	5	----------	1890	45
" " " " (Hermitage) . "	48,000	6	----------	1890	59
Texas—Had no debt in 1861	-------	----------		------	----
Vermont—Inscribed certificates	175,000	6	----------	'63-'64	----
" —State bonds (war loan) .....coupon	58,000	6	----------	'62-'63	----
" " " (" ") .... "	751,000	6	Jan. & July.	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" —" " (railroad)	18,264,642	6	Jan. & July.	'83-'93	52
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'85-'93	----
" " " (sterling)..... "	1,865,000	5	" "	1892	----
West Virginia—No information	-------	----------		------	----
Wisconsin—State bonds (civil).....coupon	100,000	6	April & Oct.	'67-'68	100
" " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" " " (domestic) .... "	100,000	6	" "	1877	----
" " " (") .... "	1,100,000	6	" "	'78-'89	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,754	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1861	81,581	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,689	119,409	115,301	111,955	1,226,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,360	153,294	1,673,706
1864	100,991	154,418	188,792	176,000	------	------	------	------	------	------	------	------	------
Chicago and Rock Island:													
1859	60,058	55,497	68,116	71,792	73,578	72,302	67,076	87,233	120,053	126,090	100,440	82,252	984,577
1860	72,884	66,703	77,408	89,170	104,272	100,408	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,080	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,587	128,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,358	138,374	119,947	117,986	146,268	161,506	138,795	133,593	1,423,439
1863	140,024	130,225	122,512	126,793	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	175,858	188 565	205,866	------	------	------	------	------	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	106,787	74,331	63,554	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	103,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	157,962	174,589	------	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	62,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,289	76,918	85,663	90,324	65,302	63,137	52,269	60,255	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,588	102,176	112,507	117,294	164,876	1,167,544
1863	145,916	146,889	165,780	121,278	103,507	90,560	90,582	95,134	130,551	150,397	143,886	185,920	1,579,509
1864	154,058	176,105	208,329	158,077	------	------	------	------	------	------	------	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	249,953	330,657	361,819	359,114	455,235	466,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	687,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,549	1,065,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,293	1,021,976	------	------	------	------	------	------	------
Galena and Chicago													
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	168,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,880	150,359	200,276	221,326	172,700	122,309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,289	115,444	125,305	155,164	156,973	170,157	157,443	232,083	1,933,434
1860	212,714	209,422	161,047	134,606	156,261	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	458,953	425,047	366,802	270,676	241,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	250,000	200,000	------	------	------	------	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,879	424,531	4,571,028
1864	318,200	406,595	445,320	421,457	414,731	497,223	------	------	------	------	------	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	43,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	56,540	77,874	90,755	73,215	83,964	75,055	------	------	------	------	------	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,511	59,082	48,797	37,429	60,229	139,761	163,515	90,900	44,895	799,841
1861	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,930	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,855	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	155,417	205,054	138,342	90,000	1,224,343
1864	102,748	115,135	88,222	140,417	186,747	212,226	------	------	------	------	------	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	278,722	203,492	134,972	2,068,896
1861	140,925	116,933	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,326	181,983	180,915	226,819	276,109	325,818	305,254	279,559	2,647,833
1863	248,784	230,508	257,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	333,058	327,206	264,818	311,717	------	------	------	------	------	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159,658	151,902	175,696	186,089	174,001	172,189	216,624	295,956	322,369	307,475	258,633	2,650,701
1863	242,073	245,857	236,432	238,495	236,453	206,221	215,449	215,449	308,169	375,487	339,793	306,186	3,168,064
1864	252,435	278,848	348,802	338,275	271,552	265,780	------	------	------	------	------	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,818	504,217	591,920	743,599	709,671	637,792	620,396	6,803,708
1860	387,128	402,530	561,078	585,141	557700	495,943	544,494	692,382	868,985	811,468	730,736	525,047	7,154,622
1861	489,065	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,900	872,955	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,758	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,038,496	1,043,515	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,289	91,100	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,071	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,228	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,504	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,895	264,822	283,046	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	266,011	278,270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,256	252,154	263,917	270,051	289,987	266,358	284,456	276,209	291,763	278,319	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,567	454,826	4,088,837
1863	335,686	361,834	396,771	429,929	505,517	464,809	451,854	574,488	714,302	815,902	746,955	526,009	6,324,083
1864	436,741	532,786	617,021	669,383	------	------	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	208,353	245,938	286,844	231,253	191,138	2,335,854
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,231	376,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,994	396,845	350,753	407,077	483,509	505,814	466,300	487,042	5,132,934
1864	290,676	455,211	602,603	574,630	499,547	520,942	------	------	------	------	------	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,743	71,854	112,384	93,766	67,721	85,859	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	125,949	113,077	130,378	153,470	144,786	140,748	182,921	1,554,913
1864	100,872	147,485	160,496	157,785	149,855	155,730	------	------	------	------	------	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926,735
1861	59,639	47,043	62,551	76,274	79,276	80,074	93,464	138,722	142,587	162,858	137,086	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,842	132,896	123,967	127,009	146,333	------	------	------	------	------	------	------

AMERICAN RAILROAD BOND LIST.

*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	333,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept.	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	930,000	7	April & Oct.	New York.	1879	80
2d Mortgage	592,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.):						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	77
2d Mortgage	956,000	7	" "	" "	1862	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	99½
2d Mortgage		7	Jan. & July.	" "	1883	
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1876	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833	
Mortgage Coupon " 1853	2,500,000	6	April & Oct.	Baltimore.	1885	17
" " " 1850	700,000	6	Jan. & July.	"	1880	114
" " " 1855	1,128,500	6	Jan. & July.	"	1875	114
" " " 1834	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	108
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	164,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						100½
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	108½
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	118
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	112½
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	108
Income ½ in '69, ½ in '72	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	105
" " $800,000	790,600	6	"	"	1870	111⅛
" " $675,000	675,000	6	"	"	1875	109
" " $1,700,000	1,700,000	6	"	"	1883	106½
" " $2,500,000	867,000	6	"	"	1889	107⅛
Consolid. Mort. Loan $5,000,000			"	"		116½
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	'65-'70	104
2d Mortgage	600,000	7	May & Nov.	" "	1875	118
Central Ohio:						
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1864	94½
2d Mortgage	800,000	7	June & Dec.	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	55
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	101
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	441,000	8	Jan. & July.	New York.	1883	130
" " " inconvertible	3,034,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	935,500	4½	July.	Frankfort & M.	1890	
Chicago and Aurora 1st Mort.	135,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	83,000	8	May & Nov.	" "	1868	
" " " Plain	25,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	115
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	101
Income Bonds	1,100,000	7	May & Nov.	" "	1852	95
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1898	
1st " " (C. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & O.)		8	Jan. & July.	" "	18	
2d " ")		8	" "	" "	18	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	" "	1894	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	113
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	107
General 1st Mortgage	3,600,000	7	" "	" "	1885	103
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	102
2d Mortgage	2,000,000	6	" "	" "	1890	104
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	95
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	384,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1889	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869	
2d Mortgage	574,000	7	Feb. & Aug.			
3d Mortgage	158,000	7				
Income	250,500	7				
Tunnel Right	1,000,000	7				
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	115
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	115
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	108½
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	89
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101½
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	123,560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.		1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	115½
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '66)	74,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	100½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	105
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P., W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102
Guaranteed	100,000	6	" "	" "	1875	105
State Loan	170,000	6	" "	" "	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	112
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	117
2d Mortgage	2,616,500		March & Sept.	" "	1881	121
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	111
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	107
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F., Sinking Fund. "var," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	119
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	113
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,250,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	92
Land Security	3,344,600	7	April & Oct.	" "	1881	101½
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	102
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	112½
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	----	----	----	----	----
Mortgage	125,000	7	----	----	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	119
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	130
3d Mortgage	1,340,000	7	May & Nov.	" "	1875	135
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	131
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	124½
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----	----	120
Income	20,500	----	----	----	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----	----	1858	68
Ind., Pittsburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	314,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	661,000	7	May & Nov.	New York.	1881	83
Jeffersonville:						
1st Mortgage	187,000	7	March & Sept.	New York	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----	----	----	----
1st Mortgage	260,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
3d Mortgage	600,000	7	----	----	----	----
Guaranteed by Covington	200,000	6	----	----	----	----
Cincinnati (exchanged)	100,000	6	----	----	----	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----	----	----	----
City of Keokuk, (special tax)	150,000	10†	----	----	----	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----	----	----	----
City of Keokuk	200,000	8	----	----	----	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	121
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	----
2d Mortgage (Eastern Div)	1,000,000	†	----	----	----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	----
2d Land Grant (Western Div.)	353,600	†	" "	"	----	----
3d Mortgage (whole road)	1,700,000	†	----	----	----	----
Unsecured Bonds	1,785,000	†	----	----	----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	104½
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	----	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	----	" "	" "	'63-'78	----
Louisville and Nashville:						
State (Tenn.), 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	2,000,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	400,000	7	----	----	var.	----
Memphis Branch 1st Mortgage	300,000	7	----	----	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Mortgage	10,000	6	----	----	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	106½
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----	----	1880	----
1st Mortgage	1,600,000	7	----	----	----	----
Memphis, Clarksv. and Louisv.						
State [Tenn.] Loan	910,000	6	----	----	----	----
Memphis and Ohio:	1,340,000	6	----	----	----	----
State [Tenn.] Loan	489	6	Jan. & July.	London.	1872	98
Michigan Central:		8	March & Sept.	"	1869	84
1st Mortgage Sterling	46[illegible]	8	" "	N.Y. & Boston	1869	130
1st Mortgage St'g (convertible)	500,00[illegible]		April & Oct.	" "	1882	135
1st Mortgage (convert.) Dollar	2,598,000					
1st Mortgage (S. F.), convertible	4,434,000	8	[illegible] Nov.	New York.	1860	100
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & [illegible]ug.	" "	1861	107
Northern Indiana, 1st	21,000	7	Feb. & [illegible]	" "	1862	----
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1863	81
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1865	88
Jackson Branch	77,000	7	" "	" "	1868	102
Goshen Air Line	693,000	7	" "	" "	1876	107
Detroit and Toledo	734,000	7	" "	" "	1885	116½
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	'77	105
2d General Mortgage	2,194,500	7	" "	" "	18[illegible]	
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----	----	----	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----	----	----	----
2d Mortgage	600,000	8	----	----	----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	114
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----	1892	----
1st Mortgage	350,000	7	" "	----	1883	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----	----	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----	" "	----	----
Osakoosa Division	500,000	7	----	" "	----	----
1st Land Grant	2,000,000	7	----	" "	----	62
2d Land Grant	700,000	----	----	" "	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----	----	1885	----
Mississippi State Loan	202,799	6	----	----	----	----
1st Mortgage	171,000	7	----	----	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	5	----	----	----	----
Tennessee State Loan	674,860	6	----	----	----	----
Alabama State Loan	389,410	6	----	----	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----	----	1883	----
Mississippi State Loan	200,979	6	----	----	----	----
Montgomery and West Point:						
Alabama State Loan	122,622	----	----	----	----	----
Mortgage (due 1860, '63 and '65)	350,000	6	----	----	var.	----
Mortgage	450,000	8	----	----	1866	----
Muscogee:						
1st Mortgage	249,000	7	----	----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	----	----	----	----	----
Chat. and Clev. Subsc. (endors.)	231,000	----	----	----	----	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----	----	----	----
1st Mortgage	500,000	10	----	----	----	----
1st Mortgage	2,235,000	6	----	----	----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----	----	----	----
New Jersey:						
Company's (various)	842,500	----	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----	----	'63 '98	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mortgage (S. F.)	566,000	8	----	----	1889	----
New York Central:						
Premium (S. F.) Bonds	7,146,104	6	May & Nov.	New York.	1883	123
Buffalo & Niagara F. R. R. B'ds.	24,000	7	Jan. & July.	" "	1864	103½
Funding (S. F.) Bonds	1,448,000	7	Feb. & Aug.	" "	1876	135
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	105
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	103½
Real Estate Bonds & Mortgages	210,273	7	var.	" "	var.	101
" " "	25,502	6	" "	" "	1883	103
Bonds of June, 1854	2,949,200	7	June & Dec.	" "	1864	103
Bonds of Aug. 1859, Convertible	781,000	7	Feb. & Aug.	" "	1876	135
Bonds of Dec. 1862, (S. F.)	----	6	June & Dec	" "	1887	118
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	110
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	130
3d Mortgage	6,000,000	7	" "	" "	1883	120
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	120
5th Mortgage	1,739,500	7	June & Dec.	" "	1883	119
Buffalo Branch	200,000	7	Jan. & July.	" "	1891	----
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	115
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	103
3d Mortgage	980,300	7	Jan. & July.	"	1867	104
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1888	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1878	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$282,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (Irredeemable)	1,500,000	6	" "	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	----
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	104
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	104½
2d Mortgage	3,077,000	7†	" "	" "	1861	31
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	103½
Chattel Mortgage	360,000	10	" "	"	1887	125
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug.	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	90
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	3,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	73
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	65
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1866	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	125
2d Mortgage	2,821,000	6	April & Oct.	"	1875	121
2d Mortgage Sterling	2,263,340	6	" "	London.	1875	...
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105½
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., Germant'n and Norrist'n:						
Consolidated Loan	119,300	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	109
" 1861, "	110,000	6	Jan. & July.	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	108
" 1844, "	810,000	6	" "	"	1880	120
" 1848, "	101,000	6	" "	"	1880	120
" 1849, "	67,000	6	" "	"	1880	115
" 1857, (convertible)	2,480,800	6	" "	"	1886	121½
" 1856, "	1,442,000	7	" "	"	1886	136
Phila., Wilmington and Baltimore:						
Mortgage Loan	2,490,500	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	88,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	130
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	116
1st " (series G)	860,000	7	Jan. & July.	" "	1912	"
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
" " (series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
2d "	2,000,000	7	April.	" "	1912	99
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
" "	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	$324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	150,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1862	72
2d Mortgage	937,500	7	" "	"	1863	35
3d Mortgage	440,000	7	" "	"	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
2d Mortgage	997,000	7	----	----	1866	----
3d Mortgage	1,000,000	7	----	----	1875	----
Six per cents	422,324	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
Dividend Bonds	129,088	7	----	----	1873	----
South Carolina:						
State Loan	187,000	5	----	----	1863	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	114
" " (series B)	1,100,000	7	April & Oct.	"	1894	*
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	93
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	82
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	105½
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	86½
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,830	7	----	----	----	90
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	83
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	26
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	81
Mortgage (coupons)	198,000	5	" "	Richm'd & New York.	1872	----
Mortgage, (coupons)	926,000	6	" "		1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	30
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	----
Western (Mass.):						
Sterling (£800,000)	4,319,520	5	April & Oct.	London.	'83-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	110
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'78	100
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	110
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	60
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	£144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics.*"

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	.....	50.6	.....	.....	.....	*Alabama and Florida*	1,451,336	*	—	877,953	503,500	105,255	1,515,704	54.0	.....	101,102	37,866	—	.....
23 Feb '59	30 3	—	.....	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,63[illegible]	518,995	30.8	.....	55,791	31,852	—	.....
31 May '60	109.6	—	.....	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	.....	207,626	111,232	—	.....
30 Jun. '59	57.0	—	.....	171.3	.....	.....	.....	*Mobile and Girard*	1,500,000	*	—	.....	.....	.....	.....	57.0	236,791	76,773	21,006	—	.....
1 May, '61	469.3	13.5	.....	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	—	.....	.....	.....	.....	.....	.....	1,402,858	695,370	—	.....
19 Feb. '60	88.5	23.4	.....	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9	.....	806,156	260,269	6	.....
								ARKANSAS.													
1 Nov. '58	38.5	—	.....	107.5	.....	.....	.....	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	.....
								CALIFORNIA.													
30 Dec. '60	22.5	—	.....	—	.....	.....	.....	Sacramento Valley	1,498,850	*	—	798,850	700,000	—	1,498,850	22.5	.....	230,251	104,594	.....	.....
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	317,940	66,483	—	307,060	100,000	—	422,290	23.8	48,938	65,909	26,66[illegible]	5	.....
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	403,910	154,337	—	.....
31 Aug. '63	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,094,444	369,283	141,706	2,350,000	927,000	—	4,181,255	72.8	404,297	958,459	481,40[illegible]	17	200
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191,000	64,859	2,439,775	124.0	183,357	329,539	92,439	—	.....
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,387	13,968	8	.....
29 Feb. '64	62.0	—	2.6	—	8	17	25	N. Haven, N. London and Ston.	1,454,049	*	—	738,538	750,000	156,429	1,644,967	62.0	172,124	212,553	—	—	117½
30 Nov. '63	8.48	8.8	9 3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	156,663	78,631	3½	.....
31 Dec. '63	66.0	—	5.9	—	8	12	84	New London Northern	687,152	*	—	602,105	61,000	—	687,152	66.0	155,916	195,055	61,235	7	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572,800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	156
29 Nov. '63	59.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,889	6½	110
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	.....
31 Oct. '62	16.2	—	.....	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	.....	27,283	10,290	9	.....
								FLORIDA.													
.. .. '62	154.2	—	.....	150	.....	.....	.....	*Florida*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	832,791	30,586	—	191,485	195,000	75,894	619,112	32.0	.....	7,357	3,535	—	.....
.. .. '62	49.9	—	5.0	.....	.....	.....	.....	*Fla., Atlantic and Gulf Central*	.....	.....	—	.....	.....	.....	.....	29.4	.....	.....	.....	—	.....
.. .. '62	100.0	3.9	10.0	153.5	.....	.....	.....	*Pensacola and Georgia*	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	—	.....
								GEORGIA.													
30 Jun. '60	88.7	—	.....	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	.....	418,036	265,827	8	125
.. .. '62	92.6	—	8.7	70.9	.....	.....	.....	Atlantic and Gulf—M. Trunk	.....	.....	—	.....	.....	.....	.....	80.0	.....	.....	.....	—	.....
31 Dec. '60	53.0	—	.....	—	.....	.....	.....	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	.....	53.0	.....	168,988	95,612	—	.....
30 Apr. '60	43.5	—	.....	23.7	.....	.....	.....	Brunswick and Florida	755,000	*	—	151,887	—	—	.....	71.0	.....	.....	.....	—	.....
30 Nov. '60	191.0	—	.....	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	.....
31 Mar. '60	171.0	61.0	.....	—	.....	.....	.....	Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	—	8,123,343	232.0	.....	1,159,188	528,043	8	100
30 Nov. '60	102.5	—	.....	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404.618	212,676	19	72
31 July '59	50.0	—	.....	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	.....	202,714	110,516	8	.....
1 May, '58	68.1	—	.....	—	3	4	33	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	.....	.....	.....	—	.....
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	.....	.....	388,353	13	.....
30 Sep. '59	138.0	—	.....	—	52	24	705	Western and Atlantic	5,901,497	*	—	built and	own'd by	State.	.....	138.0	.....	532,843	454,541	—	.....
								ILLINOIS.													
31 Dec. '63	220.0	—	.....	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,415	231.0	1,002,440	1,673,706	701,866	24	97
30 Apr. '63	138.0	—	26.0	—	73	46	1,249	Chic., Burlington and Quincy	6,444,452	1,490,361	4,438,510	5,738,640	6,102,594	—	13,179,500	268.0	1,308,146	2,412,821	1,206,039	8	130
1 Apr. '63	242.0	—	.....	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	.....	1,088,054	448,503	—	57
31 Mar. '64	181.8	—	.....	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,575	228.4	1,162,880	2,143,875	1,105,414	6	114
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1,484,065	2,201,481	1,279,40[illegible]	6	.....
31 May, '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	*	—	1,848,561	2,350,000	—	4,214,342	180.0	.....	742,097	377,476	—	65
31 Dec. '63	454.8	252.5	.....	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	129
.. .. '63	143.0	—	.....	—	—	—	—	Ohio and Mississippi	4,870,586	*	—	1,780,296	3,292,403	—	.....	148.0	.....	.....	.....	—	65
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	.....	—	5,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	65
								INDIANA.													
.. .. ..	108.0	—	.....	—	.....	.....	.....	Cincinnati and Chicago	2,080,433	*	—	1,106,679	1,006,125	—	.....	108.0	.....	.....	.....	—	.....
31 Aug. '57	109.0	—	.....	—	.....	.....	.....	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	.....	249,867	119,342	—	.....
31 Dec. '62	72.4	—	.....	—	19	17	266	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	109.0	.....	442,893	158,541	—	72
1 Dec. '58	89.8	20.2	.....	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	.....	448,858	230,534	9	100
1 Dec. '62	84.0	—	.....	—	.....	.....	.....	Ind., Pittsburg and Cleveland	1,879,830	*	10,000	835,971	991,400	11,036	2,193,839	84.0	.....	450,079	247,338	—	.....
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,534	1,015,907	621,000	—	2,175,223	108.0	312,359	527,863	268,156	—	100
1 Mar. '63	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,433,812	*	—	772,812	361,812	—	1,538,763	132 0	.....	285,974	104,951	—	100
.. .. '58	288.0	—	.....	—	.....	.....	.....	Louisv., N. Albany & Chicago	6,000,000	*	—	2,800,000	3,000,000	2,000,000	6,000,000	288.0	.....	645,827	271,40	—	36
30 Nov. '63	73.0	—	.....	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,956	73 0	357,302	774,618	307,627	18	125
								IOWA.													
1 Jun. '58	75.5	—	201.5	—	.....	.....	.....	*Burlington and Missouri*	1,514,257	*	—	702,733	665,000	92,663	1,542,768	50.0	.....	.....	.....	—	.....
31 Dec. '59	86.0	—	.....	—	.....	.....	.....	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	.....	86 0	7 mo's.	85,239	46,771	—	.....
31 Dec. '63	100.0	—	.....	269.0	10	7	189	Dubuque and Sioux City	[illegible]3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,889	—	.....
1 Jun. '58	38.5	—	.....	101.3	4	4	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	—	.....	38.5	11 mo's.	458,821	21,356	—	.....
.. .. '62	135.0	95.0	.....	312.0	.....	.....	.....	Mississippi and Missouri	4,198,000	*	—	2,760,060	4,600,000	15,000	.....	230.0	.....	.....	.....	—	50
								KENTUCKY.													
31 Oct. '59	80.0	—	.....	—	.....	.....	.....	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,993	111.8	.....	426,408	227,534	—	.....
30 Jun. '63	29.0	—	— ?	—	13	5	160	} Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,583	93,320	53,355	4	80
30 Jun. '63	65.1	—	— }	—				} Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222,909	120,069	3	66
30 Jun. '63	185.0	83.0	18.2	—	43	27	378	Louisville and Nashville	9,128,757	*	—	5,892,199	2,997,500	76,715	9,797,911	268.0	595,258	1,777,983	1,062,165	—	.....
								LOUISIANA.													
31 Dec. '60	80.0	—	.....	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	566,000	339,297	4,375,993	80.0	180,204	481,922	223,642	—	.....
31 Mar. '61	206 0	—	.....	205.0	45	37	513	*N. O. Jackson and Gr. Northern*	5,570,452	1,049,752	—	.....	2,665,000	1,150,717	.....	206.0	.....	1,232,624	555 434	—	.....
31 Aug '60	53.7	—	.....	135.3	.....	.....	.....	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1,253,015	248,969	108,434	1,710,819	52.7	.....	.....	.....	—	.....
								MICHIGAN.													
30 Sep. '62	57.0	—	.....	—	.....	.....	.....	Chic. Detroit & Can. G. T. Junc.	built and	equipped by G	r. Tr'k R. R. Co. of	Canada	.....	.....	.....	.....	.....	.....	.....	—	.....
30 Jun. '62	188.0	—	.....	—	.....	.....	.....	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	.....	9,008,369	188.6	.....	340,898	.....	—	.....
31 May '63	284.8	—	28.4	—	98	55	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	.....	14,834,955	329.3	1,448,558	2,946,560	1,674,200	18	139
31 Mar. '64	246.0	281.0	.....	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,255	.....	18'407,655	527.0	2,171,477	5,384,294	1,630,777	—	90
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	.....	1,550,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	190.0	—	—	—	*Southern Minnesota*	.....	—	—	.....	575,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	.....	—	—	.....	600,000	.....	.....	.....	.....	.....	.....	—	.....
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	.....	—	—	.....	500,000	.....	.....	.....	.....	.....	.....	—	.....
								MISSISSIPPI.													
30 Apr. '60	236.0	—	.....	—	28	22	336	*Mississippi Central*	4,896,022	756,292	—	2,000,961	2,554,732	895,992	6,331,899	236.0	.....	584,342	328,092	—	.....
31 Oct. '59	71.4	—	.....	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	798,285	456,949	275,090	1,974,444	59.7	.....	176,462	116,488	—	.....
31 Dec. '58	83.2	—	.....	60.4	.....	.....	.....	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	.....	.....	83.2	.....	250,047	121,659	—	.....
								MISSOURI.													
31 Aug. '63	98.8	—	13.2	—	31	24	52[illegible]	*Hannibal and St. Joseph*	12,985,740	*	—	7,153,836	7,177,800	.....	.....	208.8	579,524	1,047,567	420,026	—	35
31 Dec. '62	268.8	—	17.7	68.0	21	26	307	*North Missouri*	6,898,779	504,963	—	2,459,207	4,350,000	.....	.....	168.8	.....	446,460	182,895	—	.....
31 Dec. '62	152 0	—	8.6	.....	.....	.....	.....	*Platte County*	$1,200,000	*	—	500,000	700,000	.....	.....	32.0	.....	.....	.....	—	.....
28 Feb '63	196.0	—	14.4	57.3	34	30	420	*Pacific*	11,162,670	662,617	—	8,466,916	7,000,000	137,019	20,466,420	196.7	507,040	679,956	227,898	—	.....
29 Feb. '48	77.0	—	3.9	208.0	.....	.....	.....	*South-Western Branch*	4,775,786	116,883	—	71,513	4,500,000	.....	.....	114.0	98,271	261,482	128,836	—	.....
Sep. '62	82.5	8.8	8.2	.....	16	12	219	*St. Louis and Iron Mountain*	5,251,488	344,103	—	1,971,127	2,501,000	51,241	4,996,371	80.1	229,231	283,284	85,269	—	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Liabilities. Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	249	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,237,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,352	4,259,303	109.2	186,240	323,982	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,850	188,121	6	114½
31 May, '59	37.0	—	.....	—	...	...	...	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	—	37.0	.....	55,405	28,404	—	—
								MARYLAND.													
30 Sep. '60	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,004,731	3,579,907	13,118,902	10,781,833	866,070	31,441,011	286.8	.....	3,922,203	2,386,788	6	115
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	127
31 Dec. '63	138.0	4.0	16.4	—	53	29	1,318	Northern Central	7,916,244	774,568	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,561	—	57
								MASSACHUSETTS.													
30 Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	6	119
30 Nov. '63	74.3	5.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	137½
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	150
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	438,357	9	157
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	123,365	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6½	69
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	117
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	264,102	3,000,000	1,837,600	56,500	4,894,100	89.0	477,753	812,556	390,594	6	109
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	350,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	328,043	8	129
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	.....	21,780	21,275	6	—
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	568,919	95,684	—	600,000	—	—	704,336	71.0	167,154	223,794	59,077	8	126
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,500	36.7	41,995	164,207	54,797	6	87½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	57,883	53,233	.....	—	144
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	135
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,612	169,145	8	137½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,386	471,592	—	.....	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	278,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	115
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	.....	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,605	77.3	112,506	271,815	140,136	—	42
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,620	—	14,746,504	218.0	1,275,929	2,439,838	1,232,831	10	167
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	132,153	6	90
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,056,000	—	2,902,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.0	—	8.0	—	18	16	246	Cheshire	2,475,846	322,286	—	2,085,925	685,400	—	2,969,852	53.6	338,025	332,183	130,645	2	—
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	70½
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	*	—	1,000,000	12,360	29,904	operated	by	Concord R. R.	—	83,524	7	130
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	—
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	55
30 Apr. '63	24.7	—	2.2	—	5	2	50	Sullivan	1,480,780	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	...	...	...	Belvidere Delaware	3,170,128	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,553	—	.....
31 Dec. '62	63.9	32.3	.....	8.0	...	...	...	Camden and Amboy	6,070,283	*	3,971,080	5,000,200	8,620,181	—	—	124.2	.....	3,040,148	1,728,548	10	171
31 Dec. '62	60.2	—	.....	—	...	...	...	Camden and Atlantic	1,887,386	*	—	1,000,553	1,037,376	117,096	2,155,024	60.2	.....	144,386	66,128	—	15
31 Dec. '63	64.0	—	48.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000	—	7,708,800	64.0	312,041	1,941,276	1,127,249	10	171
31 Dec. '62	53.0	—	—	45.5	11	15	91	Morris and Essex	1,629,202	*	57,000	1,157,800	340,000	—	1,756,710	53.0	147,000	226,448	101,520	7	—
31 Dec. '63	33.8	—	.....	—	...	...	...	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642,500	400,017	5,739,574	33.8	.....	1,286,600	694,914	10	—
31 Dec. '62	21.3	—	.....	2	6	—	17	Northern New Jersey	422,297	*	—	156,850	204 200	77,798	438,798	21.2	.....	90,618	29,592	—	170
31 Dec '62	24.0	—	.....	—	...	...	...	Raritan and Delaware Bay	2 450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	24,242	—	25
31 Dec '62	24.0	—	.....	—	...	...	...	Warren	1,907,750	—	—	1,907,750	600,000	—	1,907,750	24.0	.....	239,889	154 908	6½	110
31 Dec. '62	38.5	—	.....	43.	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,936	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,037	—	.....	—	—	—	.....
31 Dec. '63	43.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	43.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	100
30 Sep. '62	68.3	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	—
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858 687	10,469,431	3,513,414	7½	112½
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	133½
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,508	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	48
30 Sep. '63	297.8	258.1	400.0	—	239	255	4,424	New York Central	27,698,991	5,646,077	791,985	24,209,000	13,779,648	284,411	42,859,880	654.9	5,692,223	10,897,631	3,994,999	7	130½
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	87
30 Sep. '63	118.0	8.8	17.8	—	25	23	441	Northern (Ogdensburg)	2,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	162,757	83,060	8	—
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	335,625	117,450	7½	—
30 Sep. '63	189.6	48.5	15.2	—	25	27	348	Rome, Water'n & Ogdensb'g	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	385,668	585,201	279,210	6½	105
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,335	—	—
30 Sep. '63	13.0	—	0.2	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	—
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	322,794	184,908	—	—
30 Sep. '63	34.9	—	3.5	—	11	15	165	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	—
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	...	...	...	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	...	...	...	North Carolina	4,235,000	*	—	4,000,000	—	—	—	223.0	.....	—	—	—	.....
— — '59	97.0	—	.....	—	...	...	...	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	384,072	—	—	—	—	—	.....
								OHIO.													
31 Dec. '63	60.0	60.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	206	Bellefontaine and Indiana	3,030,584	*	11,000	1,859,613	1,169,000	2,126	3,376,256	118.2	.....	541,150	234,320	—	.....
31 Aug. '61	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	.....	699,716	230,561	—	14
31 Mar. '64	90.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	495,691	10	134
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,632,000	228,973	.....	131.8	304,168	190,745	19,180	—	—
31 Dec. '62	135.4	55.8	.....	—	29	32	634	Cleveland, Columbus and Cinc.	4,230,777	723,116	75,010	5,000,000	610,000	—	6,454 130	191.2	926,678	1,724,917	1,083,637	20	170
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,563,162	298,789	23,940	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375 209	228,651	—	45
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	758,202	600,000	3,600,000	1,503,000	—	5,103,000	96.7	562,396	2,066,623	1,268,785	23	—
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,835,094	*	—	3,832,712	4,324,805	94,329	8,251,846	203.5	.....	1,436,317	552,800	—	114
31 May '64	109.2	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	692,257	55,025	4,654,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	134
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	389,673	575,250	632,486	.....	61.5	75,120	68,128	19,763	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '62	54.5	—	10.4	—	13	11	218	Columbus and Xenia	1,418,386	246,565	541,249	1,490,800	282,900	—	2,076,902	ope	r.w. Lit.	Miami.	229,883	15	.....
31 Mar. '64	142.0	—	7.8	—	16	8	373	Dayton and Michigan	5,566,673	460,583	.....	2,352,217	2,905,000	.....	.....	142.0	.....	703,230	311,256	—	15
30 Nov. '62	83.5	—	37.6	—	25	22	437	Little Miami	3,548,108	492,979	442,283	2,981,267	1,400,000	—	4,879,806	138.0	846,882	1,632,488	689,649	15	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	*	10,379,554	373,487	53,095	11,164,820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.3	—	.....	—	45	34	628	Ohio and Mississippi	16,865,814	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,982	119,982	—	1½
31 Aug. '58	117.0	8.0	.....	—	17	16	238	Pittsburg, Columbus and Cin.	4,772,951	*	*	1,906,736	2,400,000	466,215	.....	125.0	.....	—	—	—	.....
30 Jun. '63	153.9	52.0	.....	—	31	28	422	Sandusky, Dayton and Cinc.	3,986,[illegible]	595,400	252,179	2,697,090	2,488,825	7,800	5,401,088	205.9	418,328	599,880	116,290	—	.....
31 Dec. '63	116.0	9.0	.....	—	10	10	287	Sandusky, Mansfield & New'k	2,309,479	*	*	848,770	1,313,800	105,610	2,608,237	125.0	214,404	239,395	82 968	—	.....
31 Dec. '63	242.4	.....	.....	—	47	18	928	Toledo & Wabash	9,995,636	*	28,000	3,314,776	6,851,830	38,272	10,162,632	250.0	1,279,950	1,439,795	540,921	—	64

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil. Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress projected.	Equipment. Engines.	Cars. Passenger.	Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance. Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,855,000	——	5,634,039	100.0	——	——	——	——	——
31 Oct. '63	24.5	——	24.9	——	19	3	1,303	Beaver Meadow	1,964,230	400,560	——	1,983,900	1,000	——	1,984,900	24.5	247,030	583,219	342,661	22½	97½
30 Sep. '63	65.0	——	6.0	——	——	11	359	Catawissa	3,634,000	*	——	3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	308,567	11,465	——	19
31 Oct. '63	52.0	——	4.5	4.0	12	8	66	Cumberland Valley	1,131,037	*	——	956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,193	8	——
31 Oct. '63	110.7	2.8	47.2	——	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583	——	5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,083	828,143	9	265
31 Oct. '63	35.8	1.1	5.2	——	7	4	65	East Pennsylvania	1,161,430	104,941	——	604,190	598,400	——	1,212,590	36.9	151,820	238,243	150,163	——	——
31 Dec. '63	78.0	——	8.5	——	16	7	647	Elmira and Williamsport	2,083,607	*	——	1,000,000	1,000,000	Lease'd to Northn Cen.		196.907	334,790	110,368	——	——	34
31 Oct. '63	18.6	——	4.5	——	——	——	——	Erie and Northeast	700,000	*	——	600,000	400,000	——	1,000,009	18.6	144,871	423,358	169,268	10	——
31 Oct. '63	36.9	18.6	17.0	——	——	——	——	Harrisburg and Lancaster	1,882,560	*	——	1,182,550	700,000	——	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	77½
31 Oct. '63	32.0	——	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	——	1,809,565	500,000	100,000	2,409,565	32.3	27,600	37,047	4,163	——	——
31 Oct. '63	31.3	14.5	10.5	——	14	2	100	Huntingdon and Broad Top	1,927,246	*	——	622,345	1,325,992	223,090	2,174,427	54.0	143,578	259,629	101,570	——	35
31 Dec. '63	80.0	——	17.0	——	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*	——	710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,113	245,838	——	——
31 Oct. '63	46.0	34.0	32.0	——	29	12	1,209	Lehigh Valley	3,622,008	869,222	——	2,297,250	1,465,000	58,127	3,820,377	88.0	(386,844	1,320,058	774,074	10	132
31 Oct. '63	28.3	5.5	8.0	——	10	——	61	Little Schuylkill	1,371,868	*	——	2,646,100	960,000	62,227	3,668,327	(Phila. & Reading			R. R.)	7	46
31 Oct. '63	24.5	106.0	65.3	——	31	——	51	Mine Hill and Schuylk. Haven	3,311 613	*	——	4,132,935	——	——	4,132,935	130.0	319,162	363,367	89,991	8	61½
30 Nov. '63	55.6	13.2	10.5	——	17	27	613	North Pennsylvania	5,485,709	404,764	——	3,147,750	3,104,287	——	6,252,037	68.8	274 990	511,396	273,391	——	31
31 Dec. '63	300.8	56.1	319.0	——	290	173	4,926	Pennsylvania	27,048,814	3,543,484	2,883,457	13,430,250	16,949,124	——	38,245,668	356.9	5,311,202	1,891,413	5,111,412	——	73½
31 Oct. '63	17.0	7.0	42.0	17.0	16	41	101	Phila., German'n & Norrist'n	1,131,079	235,439	——	1,267,200	405,500	——	1,672,200	24.0	244,425	332,492	179,565	9	65
31 Oct. '63	230.0	——	21.5	58.0	36	5	530	Phila. and (Sunbury) Erie			——	5,010 944	8,528,000	80,151	13,619,096	230.0	428,759	699,300	193,486	1½	33½
30 Nov. '63	147.4	51.1	211.3	——	166	67	3,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,667,328	——	26,613,828	403 0	2,721,689	6,252,902	3,706,900	7	69
31 Oct. '63	28.2	——	1.9	——	——	——	——	Philadelphia and Trenton	6 3,822	——	——	999,200	250,000	——	1,249,200	28.2	137,074	644,050	353,648	10	188½
31 Oct. '63	95.9	——	51.4	——	36	98	828	Phila., Wilmington and Balt.	8,174,500	*	351,129	7,460,000	1,017,500	——	8,477,500	200 5	647,020	2,540,248	1,802,119	10	74½
31 Dec. '63	59.5	——	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	——	1,767,373	1,500,000	82,530	3,665,639	72.0	209,746	215,587	105,356	9	12
31 Dec. '63	468.3	——	73.8	——	146	109	1,550	Pitts'b'g, Ft. Wayne & Chicago	18,191,294	*	——	6,164,532	12,935,173	——	19,932,741	468.3	3,472,914	5,132,934	2,106,623	——	116½
31 Dec. '63	28.0	——	6.2	——	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	——	500,000	791,597	Lease'd to Northn Cen.		40,476	144,728	87,112	10	40	
31 Oct. '63	29.6	——	3.1	——	5	4	195	Tioga	730,967	106,553	——	367,300	396,500	65,208	832,009	29.6	75,358	126,693	79,976	7	43
								RHODE ISLAND.													
31 Aug. '63	50.0	——	2.0	——	12	17	103	N. Y., Providence and Boston	2,158,000	*	——	1,508,000	256,800	——	——	62.0	297,700	421,757	199,155	8½	120
30 Nov. '63	13.6	——	0.5	——	4	3	7	Providence, Warren & Bristol	424,943	13,239	——	437,917	8,500	——	——	13.6	2 4,9	31,702	9,718	——	——
								SOUTH CAROLINA.													
31 Dec. '58	54.9	——	——	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	——	——	——	——	——
31 Dec. '58	109.6	——	——	——	13	9	176	Charlotte and South Carolina	1,719,045	*	——	1,201,000	384,000	——	——	109.6	——	283,263	151,536	6	——
1 Jan. '59	143.2	21.3	——	——	——	——	——	Greenville and Columbia	2,439,769	324,161	——	1,429,008	1,145,000	345,546	——	164.5	——	341,190	125,871	——	——
28 Feb. '59	102.0	——	——	——	——	——	——	North-Eastern	2,011,652	*	——	985,743	960,410	108,172	2,057,325	102.0	——	220,014	96,145	——	——
31 Dec. '60	136.0	106.0	——	——	62	59	790	South Carolina	——	——	——	——	2,643,333	——	——	——	——	1,499,636	701,943	7	——
								TENNESSEE.													
30 Sep. '60	47.6	——	——	——	——	——	——	Central Southern (Tenn.)	1,021,439	58,133	——	505,214	514,000	99,110	1,137,707	47.6	——	29,967	19,187	——	——
1859	30.0	——	1.8	——	12	10	171	East Tennessee and Georgia	3,637,367	*	——	1,289,673	2,020,000	200,000	——	140.0	——	318,718	187,466	——	——
1859	140.0	——	8.0	——	10	10	128	East Tennessee and Virginia	2,310,033	156,264	——	536,654	1,902,000	390,407	——	130.3	150,142	297,806	149,167	——	——
1860	271.6	19.4	20.0	——	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	——	1,635,096	873,597	——	——
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	——	570,000	1,361,000	145,000	——	——	——	——	——	——	——
1859	100.0	——	30.6	55.8	——	——	——	Memphis, Clarksv. & Louisv.	2,000,000	100,500	——	298,721	740,000	——	——	——	——	——	——	——	——
1859	59.0	——	——	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	——	798,285	554,949	512,518	——	59.4	69,870	177,256	60,029	——	——
1859	47.4	——	2.3	——	4	5	46	Mississippi Central and Tenn.	892,710	82,908	——	317,447	632,500	22,369	——	47.4	54,175	83,129	44,666	——	——
1859	34.2	——	7.0	——	12	2	81	McMinnville and Manchester	533,807	56,816	——	144,894	406,000	5,000	——	34.2	30,065	28,806	18,892	——	——
30 Nov. '60	149.7	44.0	7.9	——	30	17	319	Nashville and Chattanooga	3,632,882	*	——	2,056,544	1,731,000	——	——	159.0	——	734,118	337,384	6	——
1859	——	——	——	——	——	——	——	Nashville and Northwestern	——	——	——	——	——	——	——	——	——	——	——	——	——
1860	45.8	——	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	——	595,922	860,000	204,544	——	45.8	57,950	127,953	87,243	——	——
1859	30.0	——	0.6	8.0	——	——	——	Winchester and Alabama	——	——	——	216,962	413,000	408,477	——	30.0	——	1,248	——	——	——
								TEXAS, (*all aided by State*).													
— — '58	32 0	——	——	158.0	——	——	——	Buffalo Bayou, Braz. & Col'r'do	——	——	——	——	——	——	——	32.0	——	——	——	——	——
— — '58	56 0	——	——	184.0	——	——	——	Galvest., Houst. & Henderson	——	——	——	——	——	——	——	56.0	——	——	——	——	——
— — '60	50.0	——	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	——	——	275-000	240,000	171,560	——	50.0	31,300	32,670	——	——	——
1 May '60	70.0	——	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	——	455,000	975,000	369,000	——	70.0	102,200	282,846	196,568	——	——
— — '59	25.0	——	——	110.0	——	——	——	San Antonio & Mexican Gulf	——	——	——	——	——	——	——	25.0	——	——	——	——	——
								VERMONT.													
31 Aug. '63	110.3	——	6.6	——	8	12	199	Connect. & Passumpsic Rivers	1,783,542	195,647	——	1,280,400	800,000	——	——	90.7	99,639	208,867	——	——	68
31 Aug. '63	119.6	——	16.0	——	26	25	558	Rutland and Burlington	3,991,705	556,275	——	2,233,376	3,257,471	895,219	6,386,166	119.6	449,251	423,027	112,163	——	——
31 Aug. '63	62.5	2.0	4.9	——	10	9	240	Rutland and Washington	950,000	256,688	——	1,097,000	——	——	1,206,683	62.5	136,761	185,474	67,788	——	——
31 May, '63	117.0	2.0	21.0	——	42	46	841	Vermont Central	8,402,055	*	——	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941 045	262,887	——	1½
31 May, '63	47.0	8.5	4.1	9.7	——	——	——	Vermont and Canada	1,687,500	——	——	1,687,500	——	——	1,687,500	ope	r. by Vt.	Central	——	8	112
30 Jun. '63	23.7	——	0.9	——	4	6	39	Vermont Valley	1,212,274	89,612	——	516,164	793,200	——	1,301,886	23.7	48,995	61,267	26,451	——	——
30 Jun. '63	59.0	5.5	3.6	——	——	——	——	Western Vermont	1,083,500	*	——	332,000	700,000	——	——	ope	r.b.Troy	& Bost.	53,852	——	——
								VIRGINIA.													
1 Aug. '59	41.3	——	——	122.1	——	——	——	Alex., Loudoun & Hampshire	1,492,194	42,000	——	1,403,018	36,188	88,131	1,534,194	——	——	——	——	——	——
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	——	2,969,861	775,500	118,789	——	113.7	703,084	136,302	43,062	——	——
30 Sep. '59	79.2	——	4.8	——	5	2	75	Norfolk and Petersburg	2,006,873	122,156	——	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,382	——	——
30 Sep. '59	103.5	——	——	——	8	——	——	Northwestern Virginia	5,322,150	*	——	468,605	5,719,229	——	——	103.5	345,427	248,004	loss	——	15
30 Sep. '60	88.3	68.4	10.0	——	16	16	175	Orange and Alexandria	——	——	——	2,063,655	2,517,500	590,056	——	167.7	270,846	450,427	222,214	——	——
30 Sep. '59	123.3	10.1	——	——	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	——	1,365,300	1,851,500	292,842	4,745,256	133.4	——	410,166	201,344	——	——
30 Sep. '59	59 2	21.3	——	——	14	17	151	Petersburg and Roanoke	1,223,526	*	——	883,200	102,500	5,799	1,486,527	80.5	——	326,554	213,852	7½	——
30 Sep. '60	140.5	2.7	12.0	——	28	30	418	Richmond and Danville	3,726,037	*	——	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,228	——	57
30 Sep. '59	75.1	——	4.5	——	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	——	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	——	10	7	188	Richmond and Petersburg	1,222,523	*	——	835,750	204,808	26,853	——	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	——	0.2	14.6	2	——	23	Richmond and York River	704,840	20,554	——	657,812	85,000	——	——	23.7	12,542	——	——	——	——
31 Jan. '60	80.0	——	——	——	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,689,648	80.0	——	240,446	121,053	7	——
30 Sep. '60	178.2	——	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,061	359,130	5	70
30 Jun. '60	204.7	9.4	10.6	——	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,238,271	214.9	480,193	740,489	347,957	——	——
								WISCONSIN.													
1 Dec. '59	55.0	——	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	——	800,000	700,000	25,000	——	55.0	——	——	——	——	——
31 Dec. '61	199.9	——	24.9	27.8	——	——	——	*Milwaukee and Minnesota*	7,400,000	*	——	4,940,000	2,460,000	——	——	199.9	——	756,476	329,580	——	——
31 Dec. '62	191.9	42.5	28.3	——	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	——	4,826,800	2,454,000	221,282	7,978,841	234.4	——	1,163,734	414,741	——	69½
10 May, '62	104.0	——	——	——	8	11	375	Racine and Mississippi	3,802,016	*	——	2,705,720	1,417,000	1,085,328	5,692,471	142.0	364,331	344,769	83,839	——	——
								CANADA.													
31 Jan. '63	161.0	——	——	——	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	——	11,750,000	188,000	——	11,938,000	16.10	——	236,796	67,652	——	——
31 Dec. '62	49.0	——	——	——	16	17	214	Montreal and Champlain	2,468,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	——	242,799	117,942	——	15
30 Jun. '63	1,096	137.0	——	78.0	204	130	2,399	Grand Trunk	77,210,345	*	——	15,123,430	54,750,510	7,336,405	77,210,345	1,096	——	4,568,510	1,154,855	——	——
31 July, '63	229.0	115.5	63.0	——	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	——	26,084,180	357.0	——	3,011,360	1,649,610	1½	——
31 Dec. '62	95.0	1.6	——	——	17	20	337	Northern (O. S. & H.)	——	——	——	——	——	——	——	96.6	——	——	——	——	——
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	——	14	18	271	European & North American	4,569,418	*	——	4,658,706	——	——	4,658,706	108.0	160,421	107,640	20,005	——	——
1 July, '61	60.0	——	——	——	——	——	——	New Brunswick and Canada	1,402,748	102,388	——	1,380,000	13,100	136,000	1,709,232	60 0	——	132,555	58,670	——	——
								NOVA SCOTIA.													
Dec. '63	61.5	30.5	——	——	20	19	160	Nova Scotia	4,273,401	*	——	4,273,281	——	——	4,273,281	92.0	158,416	138,107	37,181	——	——
								NEW GRANADA.													
31 Dec. '62	48.7	——	——	——	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	——	10,765,732	48.7	——	1,743,294	1,013,444	13	295

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	$2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6		70½
" " " (new pref.)	554,000	6		----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	-	----
Camden & Atlantic (preferred)	620,800	7		21
Catawissa (preferred)	1,150,000	7		39
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	343,560	---	---	----
Cheshire (preferred)	2,017,825	7		55
Chicago & Alton (preferred)	2,422,696	7	3½	96½
Chicago & Northwestern (pref.)	2,400,000	7	1½	90½
Cochecho (preferred)	177,750	8		----
Ct. & Passumpsic Rivers, (guar.)	49,200	6		----
" " " (pref.)	833,000	6		60½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---		----
Dubuque & Sioux City (preferred)	1,987,614	7		72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---		----
Elmira & William-port (preferred)	500,000	---		51
Erie (preferred)	8,535,700	---	7	111
Hannibal & St. Joseph (preferred)	5,309,528	7		55
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	4	104
Indianapolis & Madison (pref.)	353,900	8	8	----
Kennebec & Portland (preferred)	247,000	6		----
" " (new pref.)	125,000	6		----
Lackawanna & Bloomsburg (pref.)	500,000	7		----
Marietta & Cincinnati (1st pref.)	5,105,384	7		67
" " (2d pref.)	3,424,169	7		53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	129½
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	116
" " (2d pref.)	1,014,000	7	7	90
Milwaukee & St. Paul (preferred)	2,256,000	7		82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8		105
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Rama o (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7		99
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8		----
" " (preferred)	608,176	6		---
St. L., Alton & Terre Haute (pref.)	1,700,000	6		77
Toledo & Wabash (preferred)	982,900	7	7	85
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1886	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Bonds guar. by Virginia	200,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	104
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	500,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	----------	----------	----------	----------	----------
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	114½
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	115
2d Mortgage	294,750	6	----------	----------	104½
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	88
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	103
2d Mortgage	3,980,670	6	J. & J.	1882	93½
Improvement	568,800	6	M. & N.	1876	96
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md. stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	61
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1893	20
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley:					
1st Mortgage	700,000	6	J. & J.	1878	105

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p.c.	$
Chesapeake and Delaware	100	1,343,563	——	75
Chesapeake and Ohio	100	8,224,595	——	----
Delaware Division	100	1,633,350	——	40
Delaware and Hudson	100	7,500,000	7	209
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	——	----
Illinois and Michigan	----	----	----	----
Lehigh Navigation	50	2,479,950	6	84½
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	3½	97
" (preferred)	100	1,175,000	10	134
North Branch	100	----------	----------	----
Sault Ste Marie	100	----------	----------	----
Schuylkill Navigation (consolid.)	50	1,932,457	——	29
" " (preferred)	50	2,722,607	——	38½
Susquehanna and Tide Water	50	2,048,260	——	18½
Union (preferred)	50	2,750,000	——	3½
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	100	500,000	6	88

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton 77 — @ 80 —
Pig, American, No. 1 73 — @ 74 —
Bar, Swedes, assorted sizes (in gold) — @ 92 50
Bar, English, Refined 220 — @235 —
Bar, English, common 205 — @220 —
Hoop, English, Common 260 — @340 —
Sheet, Russia per lb. — 33 @ — 40
Sheet, English, Single, Double and Treble — 11 @ — 13

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb. — 28 @ — 45
English Spring (1st & 2d qlty.) — 18 @ — 24
English Blister (1st & 2d qlty.) — 23 @ — 32
English Machinery — @ — 29
American, Blister — 20 @ — 25
American, Cast, Hammered — @ — 32
American, Cast, Rolled — 20 @ — 24
American Spring — 20 @ — 24
German — 24 @ — 36
Milan (in bond) — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb. — — @ — 72
Sheathing, &c. Old. (cash) — — @ — 46
Sheathing, Yellow — — @ — 50
Pig, Chile — — @ — —
Bolts — — @ — 72
Braziers' — — @ — 72
American Ingot (cash) — 50½@ — 53

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¾ cents per lb.

Galena per 100 lb. — — @ — —
Spanish 16 50 @ 16 75
German Refined 16 50 @ 16 75
English 16 50 @ 16 75
Bar per lb. — — @ — 20
Pipe and Sheet — @ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb. — 79 @ — 80
Straits — 63½@ — 64
English — — @ — 64
Plates, Charcoal I. C per box 25 — @ 26 —
Plates, I. C. Coke 22 — @ 24 —
Terne, Coke 21 — @ 22 50
Terne, Charcoal 23 — @ 24 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d. @6d (cash) per 100 lb. — — @ 10 —
Clinch (cash) 11 — @ 11 25
Horse Shoe, Forged (cash) per lb. — 45 @ — 51
Wrought, English (cash) — — @ — —
Ausable Horse, Norway Iron, Forged — 45 @ — 51
Zinc Nails (6 mos) — — @ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine per lb. — — @ 1 40
Para, Coarse and Medium — — @ — —
Carthagena, &c — — @ — 75
Guayaquil — — @ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity 51 @ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test) — 86½@ — 87½
Refi'd, in bd. L.S. to pr. Wh. (110@120 test) — 82 @ — 83
Naptha, Refined, (60@63 gravity) — @ — 47½

SPELTER—Duty: In Pigs, Bars and Plates, $1.50 per 100 lb.

Plates, Foreign (cash) per lb. — 17½ @ — 17½

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 3.

	Th 28.	F. 29.	Sat 30.	M. 1	Tu. 2	W. 3.
American Coal Co.	----	----	95	----	90x	----
Buffalo, N. Y. & E., 1M.	117	118	----	----	----	----
California 7s	161	----	----	----	----	----
Canton Co.	38½	39	38½	38	37	38½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	95	98	----	97	----	97
" " pref.	97	----	96½	96	96½	----
" " 1 M.	----	----	115	----	----	----
" " Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	130	130	----	----	130	131
" " " 8 p.c.	----	----	----	----	----	----
Ohio. & Northwest'n	55	56¾	58	56	56¾	57¼
" " pref.	90	90¾	93	90	90¾	91
" " 1st M.	----	105½	106	----	103x	103
" " 2d M.	----	----	----	----	----	----
" " S. F.	----	----	----	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	113¾	114¼	114¼	112¼	113¾	114½
" '1st M. '70.	113	----	----	----	----	----
Clev., Col. and Cin.	170	----	170	----	170	----
Clev. and Pittsburg	113¼	114¾	114¾	112½	112¾	114
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	----	----	----	----	----	----
" " 4 M.	----	----	----	----	----	----
Clev. and Toledo	144	144	144	131x	----	134
" " S. F. 7 p.c.	----	----	----	----	----	----
Cumberland Coal, pref.	65½	64½	60	61¾	61	62½
Del. & Hudson Canal	210	----	210	210	----	210
Del., Lack. & West	----	----	----	----	265	----
" " 1M. 8p.c. '71-5	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	112¾	112¼	112½	112½	112¼	----
" pref.	110¼	110	110	----	110¼	112¼
" 1 M. 7 p.c. '67	----	----	----	----	----	----
" 2 M. 7 p.c. '79	----	----	130	----	----	----
" 3 M. 7 p.c. '85	----	----	129½	129	----	----
" 4 M. 7 p.c. '80	----	----	----	120	120	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----
" 2M. 7p.c. '75	113	----	----	----	----	----
dann. & St. Joseph	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Hudson River	131¼	134	134	131	129½	133¾
" scrip	----	----	----	----	----	----
" 1M. 7p.c. '69	----	----	----	----	----	----
" 2M. S.F.	----	----	130	----	----	----
" 3M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central scrip	130	130½	129½	128½	129	130
" full stock	131	----	----	----	----	----
" Can.bd.sc.	----	----	----	----	----	----
" bonds	----	----	131	----	----	131
Marietta & Cin. 1st pref.	----	----	----	----	67	----
" " 2d "	----	----	----	----	----	----
" '1st mort.	106½	----	----	----	----	----
Mariposa Mining Co.	48	47½	48½	48	47	48
Michigan Central	139½	140	141	139	138	----
" S F. 8p.c. '82	----	138	----	----	138	138
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	91½	93¾	92½	88¾	89½	90½
" " guar'd.	----	137	137	----	----	----
" " 1M. S.F.	116½	----	----	----	----	----
" " 2 M.	----	105	----	----	----	----
Mil. and P. du Chien	66½	70	70	68	68½	70
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	----	----	----
Minnesota Mining Co.	----	----	----	----	39	----
Miss. & Mo.	40	42	50	----	----	----
" L.G. bonds.	62	----	----	----	----	----
Missouri 6s	----	----	67	----	----	----
" iss. to H. & St. J. R.	----	----	----	----	----	----
" " Pacific	75	----	72½	----	----	73
New York Central	135	135	134½	----	130½	131
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	132	135	----	----	----	----
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	----	123½	----	----	123
" " 6s, S.F. '87.	120	----	118	----	----	----
N. York & Harlem	----	----	----	----	----	----
" "pref."	----	----	----	----	----	----
" "1M. 7p.c. '73	----	----	----	----	----	115
" " 2M. 7p.c. '64	----	----	----	----	----	----
" "3M. 7p.c. '67	----	----	104	----	----	----
Ohio & Miss. cer.	52½	53	53½	51	51½	52½
Pacific Mail S.S. Co.	----	----	----	281½	----	281
Panama	300	----	----	----	----	----
Penn'a Coal Co.	----	----	220	220	223	----
Phila. and Reading	137½	137½	136½	136½	137½	137½
Pitts. Ft. W. & Chicago	114½	116½	117	114	115½	117
" " 1M.	130	130	----	130	----	----
" " 2M.	----	117	116	----	----	----
" " 3M.	99	----	----	----	----	99
Quicksilver Mining Co.	77	77½	78½	82	79½	80½
St. L., Alton & T. H.	65	65	----	----	----	----
" " pref.	----	78½	79½	77	----	----
" " 1M.	----	----	----	----	----	----
" " 2M. pref.	----	----	92	----	----	----
" " Inc. b'ds.	----	----	----	----	----	----
Tennessee 6s, 1890	----	----	----	57	----	----
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	----	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	105½	----	----	----	----	----
" " 2M.	85	----	----	86½	----	----
" " Int. b'ds.	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 3.

	Th. 28.	F. 29.	Sat. 30.	M. 1.	Tu. 2.	W. 3.
Federal Stocks:—						
U. S. 5s, 1871, reg.	....	....	98	....	....	
U. S. 5s, 1871, coup.	....	....	....	....	....	
U. S. 5s, 1874, reg.	....	....	....	....	....	
U. S. 5s, 1874, coup.	....	....	....	....	....	
U. S. 5s, 1865, coup.	....	....	....	....	....	
U. S. 6s, 1881, reg.	105½	....	106½	105	....	
U. S. 6s, 1881, cou.	106½	106½	106½	104½	104½	
U. S. 6s, '81, O. W. L'y	....	....	....	....	....	
U. S. 6s, 1881, " ½y	....	....	....	....	....	
U. S. 6s, 1867, reg.	113	....	....	....	115	
U. S. 6s, 1867, coup.	....	....	....	....	....	
U. S. 6s, 1868, reg.	113	....	....	....	....	
U. S. 6s, 1868, coup.	....	....	....	....	....	
U. S. 6s, 1 year certif.	95½	95½	95½	94½	93½	94½
U. S. 6s, 5-20s, coupon	109	109	108½	107½	107	107½
U. S. 6s, " reg.	107½	108	....	106½	....	....
7.30 Notes, Feb. & Aug.	108½	....	....	....	....	....
" " Apl & Oct.	107	107½	....	....	107	108½
American Gold	....	253	255	....	256	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 2.

	W. 27.	Th. 28.	F. 29.	Sat. 30.	M. 1.	Tu. 2.
Beaver Meadow	....	....	....	....	....	....
Cattawissa	....	....	....	....	....	....
" preferred	39	39½	....	40½	....	40½
Camden & Amboy	....	....	170	....	173	....
" " 6s, '67	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
" " 6s, '75	....	....	109	....	....	....
" " 6s, '83	....	109½	....	....	....	....
" " 6s, '89	....	....	....	....	....	....
" mort. 6s, '89	....	....	....	....	....	116½
Ches. & Del. Canal 6s '86	....	....	....	....	....	....
Del. Div. Canal	43	....	....	....	....	....
Elmira & W'msport	....	....	....	....	....	....
" " pref.	....	50	50	....	....	....
" " 7s...113½	....	....	....	....	....	....
Harrisburg	....	....	....	....	....	....
Lehigh Navigation	85	....	84½	....	84½	....
" 6s	....	....	115½	....	....	....
Lehigh Valley R. R.	....	....	....	....	....	....
" " scrip	....	....	....	....	....	....
" " 6s	....	119	118	117	....	....
Little Schuylkill R. R.	....	46½	46½	....	46	....
" " 7s	....	....	....	....	....	....
Long Island	....	....	....	....	....	....
" " 6s	....	....	....	....	....	....
Minehill	62	62	62	....	....	61½
Morris Canal	....	....	....	....	....	97
" " pref.	....	....	....	....	....	....
" " 6s '76	....	....	....	....	....	....
North Pennsylvania	....	....	32½	....	....	....
" " 6s	....	....	....	....	104	....
" " 10s	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Pennsylvania R. R.	73½	73½	73½	73	73	73½
" 1st m.	....	....	....	....	....	....
" 2d m.	....	....	....	....	....	....
Penn. State, 6s	101	....	....	....	....	....
" " 5s, coupon	104	....	....	....	....	....
" " 6s, "	....	....	....	....	....	....
Philadelphia City, 6s	104	....	....	....	104½	....
" " new	106½	106½	106½	106½	106½	106½
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	67½	65	68½	68	68½	68½
" " 6s, '86	....	....	....	....	....	....
" " 6s, '70	....	....	....	....	....	....
Philadelphia & Erie	....	33½	33½	....	....	....
" " 6s	....	....	....	....	....	....
Philad. & Sunbury, 7s	115	....	....	....	....	....
Schuylkill Navigation	28	....	....	....	....	....
" " pref.	38	38½	....	38½	38½	39
" " 6s '82	93	....	93½	....	....	....
" " 6s '75	....	....	....	....	....	....
" " 6s '72	....	....	....	....	....	....
Sunbury and Erie, 7s	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
" " 6s '78	....	....	....	....	....	....
" " scrip	....	....	....	....	....	....
Union Canal, pref.	....	....	....	....	....	....
" " 6s '83	....	....	....	....	....	....
West Br. Canal 6s '78	....	....	....	....	....	....
Wyoming Valley Canal	....	....	....	....	....	....
" " bonds	....	....	....	....	....	....
Arch street, (Horse)	24	....	24	24	....	....
Chestnut & Wal. "	....	....	....	....	....	....
Green & Coates, "	....	....	....	....	....	....
Race and Vine, "	....	....	....	....	....	....
2d and 3d streets, "	....	....	....	73	....	....
Spruce & Pine, "	40½	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 2.

	W. 27.	Th. 28.	F. 29.	Sat. 30.	M. 1.	Tu. 2.
Baltimore City 6s, 1875	....	....	....	....	....	108
" " 1885	....	....	....	....	....	....
" " 1870	108	....	....	....	....	....
" " 1890	117	114	....	115½	115½	114½
Balt. and Ohio	....	117	....	....	....	....
" " b'ds, '62	....	....	....	....	....	....
" " " '67	....	....	....	....	....	....
" " " '75	....	....	....	....	....	114
" " " '80	....	....	....	....	....	114
" " " '85	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
" " b'ds, '85	....	....	....	....	....	....
" " " 81	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 3.

	Th. 28.	F. 29.	Sat. 30.	M. 1.	Tu. 2.	W. 3.
Boston and Lowell	....	....	....	....	119	119
Boston and Maine	137	137½	....	....	....	....
Boston and Providence	....	....	150	....	....	....
Boston and Worcest.	....	137	....	....	....	....
Cheshire, pref.	....	....	54	....	55	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	117
Eastern, Mass.	....	....	110	110	....	109
Eastern, N. H.	....	....	....	....	....	....
Fitchburg	126	....	127½	129	129	129
Manchester & Lawr'ce.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
Northern, N. H.	84	....	....	....	....	85
Old Colony and Fall R.	....	....	....	....	....	....
Ph., Wil. & Baltimore	....	74½	74½	74½	....	74½
Portl'd, Saco & Ports.	....	....	....	115	....	114½
Vermont & Canada	112	....	112	....	....	....
Vermont & Mass.	....	....	41	42	....	....
Western	....	167	....	....	....	....
Broadway (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	....	119
Metropolitan "	....	60½	....	....	....	....
Middlesex "	....	....	77	77	....	....
Central Mining Co.	....	....	....	....	....	....
Franklin "	....	58½	....	58½	58½x	....
Isle Royale "	....	....	20	20½	....	21½
National "	....	....	....	....	....	31
Minnesota "	....	37½	40	41	40	39
Pewabic "	....	63	63½	64	65	65
Pittsburg "	....	85	84	....	....	84
Quincy "	....	102½	102½	....	101½	....
Rockland "	....	....	....	....	....	....

American Railroad Journal.

Saturday, August 6, 1864.

Stock Exchange and Money Market.

The past week has been one of comparative quiet, the rampant spirit of speculation being checked by the intensely warm weather, and by a new condition of our foreign trade. This has taken an unexpected turn, quite favorable to the country; our exports rapidly increasing to seven and eight millions of dollars per week. Of these, the largest proportions were of our own products, though many foreign goods were re-exported to find a better market. This was commercially equivalent to just so much gold remitted, and exchange fell. So did gold for the same reason. The temporary reverse before Petersburg, however, more efficient in its influence on speculation than commercial laws, took it up again. Gold is no longer money in the real sense of the word. It is a commodity for which some men seem ready to give their country, and their souls if necessary. It does not circulate or exist in quantities sufficient to represent the transactions of a single commercial country of any extent at the present day, and it is shifting its locality every hour, as the fears, the wants, and even the caprices of men determine. It is therefore at present, so far as we are concerned, to be placed on the same footing as precious stones, and treated as such. It will be some time before it will jingle in our pockets as it once did, for all our financial operations are now made from another base.

The sooner we comprehend this fact, the better we shall be able to understand others.

It is the fashion to decry our paper money, we mean that of the Government particularly, in its relations to gold; but this is not correct, as will appear from a single example. If a legal tender dollar could obtain as much of any other article as a gold dollar did before the war, its value would be the same, and in respect to many articles the value of a paper dollar is not indicated by the price of gold. A very familiar example suggests itself at once. There are some articles which remain at a fixed price, and the number of dollars charged for them is very uniform. The ordinary silk hats worn by gentlemen were sold for five dollars, when paper was the same as gold, and the price is but little more now in legal tenders. The hat, then, according to the prevailing notion is really purchased at about one dollar and fifty cents in gold, as the paper dollar is only worth about 30 cents in gold. Does any one suppose that these hats ever were sold for $1 50, or $1 80, or ever will be again, and yet this is all they are worth according to the theory of the day. A large number of other articles which will readily suggest themselves to our readers may thus be reduced to their supposed cost and value in gold which will stand no such computation, and will hereafter cost as much in paper as they do now, at its depreciated value. This shows most clearly that the action of gold is not general even now. Its demand does not now carry up everything with it. Gold bonds, interest and principal payable in that commodity, do not bring in paper what the article itself in hand will produce. So that other considerations than the mere intrinsic character of the metal have their weight in gold transactions. If men would give the subject a little reflection it might save them much of the anxiety they now feel on a very trite subject, though little understood.

The truly great question of the times, is how much money will it cost to finish the war, and restore the Union and the nation to their once commanding position of honor and security. How is this to be raised, and what is the prospect of its repayment? Thus far about seventeen hundred millions of dollars have been expended to keep our territory whole, and our laws in force, and while the area, resources, numbers and money of the rebellious are contracted to a very narrow limit, so narrow that suffocation appears to be as probable a termination of the contest as any other, yet the desperation and suicidal efforts of the enemy will still demand on the part of the loyal States and people further grants of men and money. No such ferocity, no such brigandage, no such disregard for the usages of civilized nations has ever been encountered by a lawful Government as has been by ours. Such self-imposed infuriation, for so little cause was never before recorded in history. A revolt against a peaceful, liberal, tolerant, economical and happy Government, where the revolters actually held the power in their own hands, and had done so for sixty years, where their domestic institutions had in fact been protected even in their most degrading forms for the sake of peace, a revolt so shocking to the common sense and decency of mankind was never before undertaken. It is the question of finance as of patriotism, whether this attempt shall be put down, whether three or four millions of furious and unreasonable men shall destroy the institutions, business, nationality and repose of thirty millions.

This question has so far been answered triumphantly by the people themselves. We will not be destroyed by this rebellion. We will stand by the old flag and constitution. And though it has been our misfortune to have our political and military affairs conducted in so mysterious a manner as often to inspire the doubt of good faith on the part of some of our public men, the people at large have made no mistakes. They have seen right through the emergency, and have given

their aid without stint. That they will continue to do so no one can doubt, for they know the greatness of the inheritance they are defending, as well as the indestructible resources of the country, at their command.

We therefore predict that the calls from the Treasury Department will be met with the usual patriotic promptness. The subscriptions thus far average a million of dollars per day. And it is a great satisfaction to know that no real sacrifice is demanded of the people. They are in reality asked to return to the Government in the shape of a loan a portion of the very large sums which the Government has previously paid out to them. It is not an actual deprivation of one dollar of the capital or property of the people as it existed before the war. It is a call for some portion of the money expended since the war, some seventeen or eighteen hundred millions of dollars now afloat in one form or other. These loans of the Government are therefore no impoverishing drain upon the people, as in other countries they often are, but merely a sweeping up of their loose cash, funding it for them and paying them an interest for it, all referring to and founded on a final specie basis.

While these views operate with full force upon the American mind, we are glad to perceive the sensible view taken of our National securities by the continental capitalists. They, as well as our own people, understand perfectly well, that the cause for which the North is contending is worth all the money it costs, and they know many of them from actual inspection, that a National debt in America is a very different thing from a National debt in Europe. It has a broader base, covers more ground, more industry, a more rapidly increasing population, greater ingenuity, greater amount of education and practical knowledge, more generally diffused wealth, a more resolute and unconquerable spirit, and a greater future, than any Nation of Europe can pretend to.

They see in our decades of progress how enormously swift is our march in all material prosperity. Great, populous, commercial cities are seen to rise in a single brief generation, more prosperous than the majority of those of Europe of twelve centuries standing. They see how our western land pays its cost back to the purchaser every year that he tills it, and he observes that all our railways, canals and lake craft are not sufficient in power of transportation for the demand of production. He perceives that our present population, three millions at the close of the last century, is thirty-four millions now, and the increase of the National wealth 127 per cent. every ten years, and the half never reported to the officers charged with the inquiry.

When intelligent foreigners observe all this, particularly in Germany, Holland, and the free towns where commerce and finance are independent subjects, it is no wonder that our securities are especial favorites, and that orders come in with so much frequency. The American debt is the safest debt in the known world in all respects, and at present prices affords an opportunity to foreign investers, such as they never had before. However, therefore bad feeling, secret combination or bank influence may at present interfere with Mr. Fessenden's designs, he may feel pretty safe with a million a day from the internal revenue tax, and a third of a million a day from the customs, and a good credit for his stocks on the continent.

The arrival of the Secretary in the city has set the usual rumors afloat of his present intentions, with but little foundation for most of them. The subscriptions to the 7-30's are going on steadily and largely. It is reported that the balance of the 6s of 1881 are to be offered, but this is not certain.

In the meantime some of the very wise men who act as commercial editors in this city, and get their inspiration from friendly brokers with whom they occasionally make a hit, advise the Secretary to "buy his money," adding with great wisdom possibly, the sooner the Government adopts the plan the better for all concerned. Indeed! What kind of money do these wiseacres wish the Government to buy. Irredeemable bank paper, for which neither gold, nor legal tenders, nor even nickels can be obtained, bills of banks not known out of the cities and towns where they are made and totally worthless to pay an army or a navy at a few hundred miles distance from the place where they are issued. The Government is recommended to buy money, as this trash of the suspended banks is impudently styled, and pay 6 per ct. for the use of suspended rags, that will not pay a debt, or even taxes.

It is playing on the credulity of the public to talk in this manner, when it is well known that when the Secretary offered to take 50 millions of the Banks, they had no money to lend him, not even the much abused legal tenders, getting scarcer and scarcer every day.

So in the same absurd way other writers dress up their homilies with references to the Continental money, and of French assignats as furnishing illustrations of our own financial arrangements. While paper money inflates as we all know, we also know that funding it and paying interest on it, reduces it again to safe conditions.

Neither Continental money nor French assignats had any basis of commerce, taxation, or regular payment of interest, nor were the resources of their Countries at those periods what they are now. The introduction of steam alone, has made finance a new system in respect to its popular resources, and in short everything has changed monetarily, industrially and politically. It is about time to stop ringing these changes on these old bells which now jangle out of tune. They betray a profound ignorance of historical truths and parallels.

The Banks show a wholesome restriction in their loans, the reduction of the previous week having been as much as five millions. The Deposit line has increased by that amount. Seven per cent. is the ruling rate of interest, for whether paper money is or is not of value, the holders get the highest price they can for the use of it.

Government stocks declined under the rumors we have already alluded to. Railway shares have also a tendency that way, some however fluctuating more than others from special causes.

The balance of gold held by the Banks and the Sub-treasury on the 1st inst. was $31,843,916, being an increase since July 1st of $786,366.

The balance in the Sub-Treasury on the 1st of August was $16,007,380, and the gold and silver coin on hand was $10,792,020.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Norwich and Worcester R. R., 110; Illinois coupon bonds, 1862, 95; North Carolina 6s, 60; Illinois War Loan, 97; Atlantic and Gt. Western (Ohio div.) 1st mort., 99¼; Brooklyn City Water Loan, 116; Mariposa 1st mort., 90; Ashburton Coal, 20; Central Coal, 68½; Lehigh and Susq. Coal, 15¼; Wyoming Valley Coal, 54; Canada Copper, 4¼; Bucks Co. Lead, 5/8; Gunnel Gold, 4; Copake Iron, 8½; Park Bank, 137½; Bank of Commerce, 106½; Am. Ex. Bank, 116; Bank of the Commonwealth, 105.

Philadelphia.—Elmira and Williamsport, 5s, 78; Allegheny Valley 7s, 105½; Cincinnati Water Works 6s, 107; New Jersey State Loan, 1880, 111; Feeder Dam, Oil 1; Densmore, 7½; Phila. and Oil Creek, 1; Venango Oil, 3; Dalzell Oil, 7¾; McElheny Oil, 6⅝; Rock Oil, 3¾; Organic Oil, 1¼; Union Petroleum, 3⅝; Noble and Delamater, 12½; McClintock Oil, 5½; Maple Shade Oil, 12¾; Cherry Run Petroleum, 5¾; Petro. Central 3; Mineral Oil, 2; Oil Creek, 6; Egbert Oil, 3⅛; Preston Coal, 50; Big Mountain Coal, 7¾; Fulton Coal, 8⅞; New Creek, 1⅛; Keystone Zinc, 2¼; Penn. Copper, 9⅞; Girard Bank, 47; Kentucky Bank, 111; Farmers and Mech. Bank, 59; Mechanics Bank, 28¼. The latest quotations are: City 6s, 104¼@104½; do., new, 106½@106⅝; State 5s, 100½@101; do., coupon, 100¾@101; do., 6s, W. L., 104@104½; Phila., Wil. and Balt., 74½; Reading, 68¼@68⅜; do., 6s, 1870, 109@112; do., 1886, 136@137; Camden and Amboy, 171@174; Pennsylvania R. R., 73¼@73½; do., 1st mort., 125@126; do., 2d mort., 121@122; Little Schuylkill R. R., 46@46½; Morris Canal, 97@97½; do., pref., 134@136; do., bonds, 115@118; do., 2d mort., 104¼@105; Wyoming Valley Canal, 88@90; do., 6s, 105@105½; Susquehanna Canal, 18½@20¼; do., 6s, 61@63; Sch. Nav., 29@30; do., pref., 38¾@39½; do., 6s, 1882, 93¼@93¾; Union Canal bonds, 20@22; Delaware Div. Canal, 40@42; do., bonds, 104@104½; Elmira and Williamsport, 34@37; do., pref., 50½@51; do., 7s, 1873, 113@114; do., Chattle 10s, 78@78; Beaver Meadow, 95@98; Long Island R. R., 49@50; Lehigh Coal and Navigation, 84@85; North Pennsylvania, 32@32⅛; do., 6s, 103¾@104; do., 10s, 125@127; Philadelphia and Erie, 33@34; do., 6s, 111@111¼; Minehill, 61½@62; Catawissa, 19½@20¼; do., pref., 39¼@40; Lehigh Valley, 100@100; do., bonds, 117½@118; Fifth and Sixth streets, (horse,) 61@64; do., 7s, 107@108; Second and Third, 73@73½; do., 7s, 110; Race and Vine, 10@15; West Philadelphia, 69@72; Spruceand Pine, 41½@45; Green and Coates, 35@38; do., 7s, 110@110¼; Chestnut and Walnut, 60@61; Arch, 23¾@24; Thirteenth and Fifteenth, 28½@35; Seventeenth and Nineteenth, 16; Girard College, 30@31; Tenth and Eleventh, 49½@50¼; Norristown, 64⅞@65⅛.

Boston.—New York and Boston Air Line, 6s, 68; Northern (Ogdensburg,) 1st mort., 104½; do., 2d mort., 31; Rutland and Burlington 1st mort., 72; Vermont Central 1st mort., 83; Cheshire R. R. 6s, 101; Mad River and Lake Erie R. R. 7s, 1866, 70½; Eastern R. R. 6s, 1874, 107; Boston, Hartford and Erie R. R., 35; Mass. 5s, 1894, 115½; Maine 6s, 1888, 100; Boston 5s, 125; East Bos-

ton Co., 12½; Saco Water Power, 199; Boston Water Power, 41; Waverly Co., 2⅛; Short Mt. Coal, 53; Gilberton Coal, 111¼; Gilpin Co., Gold, $1.25; East Boston Gas, 28; Cambridge Gas, 100¼; Globe Bank, 130; City Bank, 103; Atlantic Bank, 100; Merchants' Bank, 104; Union Bank, 115½; Webster Bank, 103; Bank of Commerce, 102⅞; Rockland Bank, Roxbury, 110¾; New England Bank, 116; Shoe and Leather Dealers Bank, 130; Hide and Leather Bank, 109; Boston Bank, 72; Acton Mining Co., 2; Albany and Boston, 29; Allouez, 5; Albion Gold, 3⅝; Bay State, 21; Bedford, 1½; Copper Falls, 36; Canada, 4⅛; Concord, 4½; Chebucto Gold, 58c.; Dudley, 5¼; Dana, 3⅛; French Creek, 1; Gt. Western, 4½; Huron, 35; Hanover, 3½; Highland, 10½; Humboldt, 11; Hancock, 13; Lake, 12c.; Mesnard, 10¾; Manhattan, 9⅜; Macomb, lead, 4; Native, 1¾; New England, 2½; Nelson, 10; North Cliff, 6½; North Sutton, 1; Northwestern, 10; Ottawa, 53c.; Phœnix, 28; Pontiac, 6; Renfrew Gold, 160c.; Superior, 10⅛; St. Clair, 10; Star, 7¼; St. Marys, 10; Toltec, 2⅜; Wickham, 52c; West Minnesota, 2⅝.

Baltimore.—Western Md. bonds, 89; City Passenger R. R., 22; Santa Clara, 23; Md. Mining, 0.85; Mineral Hill 2.50; Bare Hill, 4.15; Canton Co., 38; Atlantic Coal, 1.45; Lake Chrome, 0.60; Union Bank, 70; Merchants' Bank, 106; Mechanics' Bank, 19¾; Bank of Baltimore, 103; Franklin Bank, 12½; Bank of Commerce, 25. The latest quotations are: Balt. and Ohio, 115@119; do., 6s, 1867, 108@110; do., 1875, 114@117; do., 1880, 114@115¼; do., 1885, 117@117; Northern Central, 57@58; do., bonds, 1885, 104@107; N. W. Va., 15@25; do., 1st mort., 113@116; do., 2d mort., 103@109; do., 3d mort., 37¼@40; do., guar., 112@112; Marietta and Cincinnati 7s, 1891, 102½@107; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 55@63; do., income 1857-'60, 40@46; Western Md. bonds, 89@90; do., guar., 116; Maryland 5s, 95@100; do., 6s, coupon, 1870, 115; do., Ins., 110@115; do., 1890, 115; Baltimore 6s, 1870, 108@112; do., 1873, 105@107; do., 1875, 115@115; do., 1886, 117½@118; do., 1890, 114@117; do., coupon, 115@118¼; do., 5s, 1838-'70, 96@96; City Passenger R. R., 22@22¼; Canton Co. 36½@37¾; Gardner, 0.70@0.95; Gas Coal, 2.30@2.75; Maryland, 0.80@0.85; North State, .10@.15; Rudisell, .65@.70; Silver Hill, .20@.30; Springfield, 1.75@1.95; George's Creek, 90@110; Santa Clara, 22½@23; Baltimore and Cuba Smelting and Mining, 220@225; Balt. and North Carolina, .20@.40; Balt. Chrome, 1.50@2.20; Bare Hill, 4.05@4.15; Atlantic Coal, 1.25@1.50; Mineral Hill, 2.40@2.70; Baltimore Coal, 85; Lake Chrome, 55@70.

Atlantic and Great Western Railway.

At the annual meeting of the Atlantic and Great Western Railway Co. of Ohio, held at Franklin Mills, on the 12th ult., the following gentlemen were elected direcctors: Marvin Kent, Ohio; T. W. Kennard, Samuel Wann, New York; Gaylord Church, Wm. Reynolds, Pennsylvania; William H. Upson, J. H. Chamberlin, Jacob Ribbet, John Sherman, Jacob Crall, S. S. l'Hommedieu, Joel W. Tyler, J. A. R. Rose, Ohio.

At a subsequent meeting of the directors, the following officers were chosen: President, Marvin Kent; Vice President, T. W. Kennard; Secretary, Joel W. Tyler; Treasurer, E. P. Brainerd; Assistant Secretary, W. H. Grant; Attorney, William H. Upson.

Northwestern Virginia Railway.

We have been informed that the Mayor and Commissioners of Finance of the city of Baltimore have closed the sale of the city's mortgaged interest in the Northwestern Virginia railroad company to the Baltimore and Ohio railroad company for the sum of $1,200,000, payable $200,000 in cash, $500,000 in sixty days, and $500,000 in eighty days. This is somewhat less than the original cost of the city's interest, but the corporation being a one-third owner of the stock of the Baltimore and Ohio railroad, secures by the sale a benefit in common with all the other stockholders. We have heard that a larger sum could have been obtained from other parties, but at a sacrifice of all other interests. The Mayor and Commissioners preferred the sale made, and have thereby protected the stock and bondholders, and creditors in the Northwestern Virginia railroad company, and secured to the city one-third of the benefits of the purchase. John W. Garrett, Esq., on the part of the Baltimore and Ohio Railroad, Senator Vanwinkle, of Western Virginia, on the part of the Northwestern Virginia Railroad Company, and Mayor Chapman, with the finance committee, on the part of the city of Baltimore, have been the negotiating parties. The Northwestern Virginia Railroad may now be regarded as a prolongation of the main stem of the Baltimore and Ohio Railroad, and the officers of the latter company are already at work putting that road in the very best condition for travel and traffic, both as regards the track and tunnels.

We understand that provision has already been made for a re-organization of said company—they to have all the advantages of the above purchase, and all holders of their stock and of their third unguaranteed mortgage, contractors' advance, and contractors' final estimate bonds, and all other creditors of that company, who will accept the same in full satisfaction of their respective claims, &c., will receive capital stock in said re-organized company to the amount of fifty per cent of the principal of their respective claims, and of the interest due thereon and remaining unpaid on the 1st of January, 1865. The $1,200,000 to be paid by the Baltimore and Ohio Railroad Company, as well as all bonds endorsed by them, and money advanced and to be advanced will be preferred stock, the balance common stock.

It is also stipulated that the construction of the bridge across the Ohio river, at Parkersburg, shall be pushed to completion at an early day. By this arrangement the Marietta and Cincinnati railroad will be greatly benefitted, as that road connects with the Northwestern Virginia railroad at the Ohio river.

☞ The aggregate value of the exports of produce and merchandise, exclusive of specie, from this port during the past week was $8,236,012, against $3,858,498 same week last year. The total value of the exports for the week previous was $8,040,364.

☞ The cash balance in the hands of the Assistant Treasurer of the United States in Boston, at the close of business July 30, was $8,959,502 99, a decrease of $591,942 01 as compared with the close of the previous week.

☞ The following will show the exports of specie from the port of New York for the week ending July 30, 1864, and since January 1st:

Total for the week	$401,312
Previously reported	30,612,893
Total since January 1, 1864	$31,014,205
Same time in 1863	$25,363,076
Same time in 1862	$25,074,186

☞ Mr. Cisco's resignation, as Assistant Treasurer of the United States at the Port of New York took effect on the 1st inst., and the responsible and arduous duties which he has performed for the past eleven years with honor to himself, and equal satisfaction to the Treasury department and to the financial community, are temporarily devolved on Mr. Jacob Russell, who has occupied positions of trust in the Sub-Treasury ever since its first formation in 1846. This appointment is regarded as the best arrangement that, under the circumstances, could have been made.

☞ In both branches of the Baltimore City Council, on the 1st inst., a resolution was adopted authorizing the city to institute suit against the Baltimore and Ohio Railroad Company for the recovery of $9,000 paid by the city to the Government on the interest of the $5,000,000 loan. It is alleged that instead of paying the regular interest, the railroad company paid only $291,000, reserving the balance as the Government tax.

☞ The total value of foreign goods imported into the port of Boston for the week ending July 29, was $948,257, against $491,485 for the corresponding week in 1863. The exports for the week ending July 29, were $682,555, against $172,209 80 for the corresponding week in 1863.

Michigan Southern and Northern Indiana Railroad.

A suit has been commenced in the Supreme Court, in this city, against the Michigan Southern and Northern Indiana Railroad Company, in behalf of the holders of the guaranteed stock of that corporation, who claim the sum of about two millions of dollars to be applied as fast as earned to paying up the arrears of dividends on that stock at the rate of ten per cent per annum. The guaranteed stock, amounting to three millions of dollars, was issued in 1857, and the company agreed to pay thereon an annual dividend of ten per cent. The plaintiffs aver that, with the exception of five per cent, which was paid in June, 1863, no dividend has been declared on said stock, and the present suit is brought to compel the company to redeem its pledge by paying up the back dividends.

☞ The Milwaukee and Prairie du Chien Railroad Co. paid their half-yearly dividend of 4 per cent on the First Preference Shares of the Road on the 1st inst. Into this Stock the mortgages of the Company are convertible for ten days after each half-yearly dividend. These mortgages bear only 7 per cent a year, and they are liable to be paid off at par by draft for the Sinking Fund on the 1st of October, and 1st of April, while the Preference Stock, into which they are convertible, command 18 and 20 per cent premium. Under such advantages the process of conversion is going on rapidly, and for the sufficient reason, that as the amount of Bonds outstanding is reduced, the chances of their being drawn for reimbursement at par are multiplied.

Death of Nathaniel Marsh.

Resolutions of the Board of Directors of the Erie Railway Company, passed July 26, 1864.

Whereas, the Vice-President has officially communicated to the Board the intelligence of the death of our late President, NATHANIEL MARSH, Esquire, therefore

Resolved, That in testimony of our appreciation of the great value of his services to this Company, and of our estimation of the excellence of his character, the following memorial be placed upon the Records of the Board, and a copy thereof be transmitted to the family of the deceased:

On the organization of the New York and Erie Railroad Company, under the Act of 1845, MR. MARSH, then a young man, first entered its employment as Secretary, and continued to hold this office until he was appointed Receiver. The success with which the construction and equipment of the road were steadily prosecuted, from 1845 to 1853, was partly due to his financial ability and the confidence reposed in him by the community. In August, 1859, he was selected by the Supreme Court to serve as the Receiver of the Corporation, pending the suits for the foreclosure of the mortgages. After a very successful administration as Receiver, during which he lent a hearty co-operation to the reorganization of the Company, he was unanimously elected the first President of the Erie Railway Company, and took charge of the line as such on the 1st day of January, 1862. He continued faithfully to perform his duties as President, though his health and strength were steadily failing, until he literally died at his work, as a candle goes out in the socket. During the five years of his administration, first as Receiver, and then as President, though the Common Stock of the Company was largely increased by conversions, yet its market value advanced from four dollars a share to a steadily maintained premium; the unsecured funded debt was changed into Preferred Stock; the floating debt was extinguished; the mortgage debt was reduced several millions of dollars; the traffic of the road was increased nearly threefold; the rolling stock was largely increased and improved; sixty miles of new line were added to the Western Division of the road; a long lease was taken of one hundred and fifty miles of road between Corning, Rochester and Buffalo; the Long Dock property was opened for use—thus giving our line independent termini at Buffalo, Rochester and New York; and by the construction of a few miles of road, the great business of the Pennsylvania Coal Company was secured. These facts are eloquent testimonials of the success of his administration; but they fail to convey an impression of the traits of character by which it was achieved. Of these we can speak from a long association with him. He was a prudent, sagacious man, of unquestioned probity, of uncommon energy, of faithful devotion to every interest placed in his charge, and of a judicial sense of justice, which made him ever ready to hear both sides of a question, and firm in maintaining himself when he had decided what to do. His indefatigable industry hesitated at no amount of details, his genial disposition and even temper turned casual business acquaintances into friends, his sound common sense instinctively probed the motives of those who approached him with designing purposes, and his rare tact gave him the power of being firm without making enemies. The Erie Railway Company was fortunate in having such a servant. His loss cannot easily be supplied. We who have been associated with him for so many years in friendly business intercourse, may well say that to us individually it can never be made good. We should do injustice to his memory should we omit also to say that in every sphere of life in which he moved the same traits of character that made him so valuable an officer to us, gave him a useful influence upon all with whom he came in contact. He was a good citizen, bountiful in his charities, a sympathizing neighbor, a faithful member of the Christian body with which he communed, and a kind and affectionate husband, father, and friend.

HORATIO N. OTIS, *Secretary.*

☞ Work on the Junction Railroad, Philadelphia, is progressing slowly. Considerable time will yet be required to complete it, as the tunnelling south of Market street has not yet been commenced. South of the point where the tunnel will begin, the road has been cut to the required depth and the side walls of stone are now being constructed. Much delay has been occasioned by the difficulty in obtaining laborers.

☞ Ground has been broken near Greenough's pond, Yarmouth, Mass., for the construction of the Cape Cod Central Railroad.

The New Tariff of 1864.

The following is a complete alphabetical list of all the rates of duty imposed by the new tariff on foreign goods imported:

Continued from Page 751.

Iron over No. 16, and not over No. 25 wire gauge, per 100 lbs..	$3 50 and 15 per ct.
Do., wire covered with silk, cotton, or other material, in addition to above rates, per lb.	5 cts.
Do., smooth or polished sheet, by whatever name designated, per lb	3 cts.
Do., sheet iron, common or black, not thinner than No. 20 wire gauge, pr lb.	1¼ ct.
Do., thinner than No. 20, and not thinner than No. 25, per lb	1½ ct.
Do., thinner than No. 25 wire gauge, per lb	1¾ ct.
Do., steam, gas and water tubes and flues, of wrought iron, per lb.	2½ cts.
Do., screws, commonly called wood screws, 2 inches or over in length, per lb	8 cts.
Do., less than 2 inches in length, per lb.	11 cts.
Do., screws other than wood screws	35 per ct.
Do., in pigs, per ton	$9
Do., vessels of cast iron, not otherwise provided, and on andirons, sadirons, tailors' and hatters' irons, per lb	1½ ct.
Do., stoves and stove plates, of cast iron, per lb.	1½ ct.
Do., cast iron steam, gas and water pipe, per lb.	1½ ct.
Do., cast butts and hinges, per lb	2½ ct.
Do., hollow ware, glazed or tinned, per lb	3½ ct.
Do., all other castings of, not otherwise provided for	30 per ct.
Do., all manufactures of, not otherwise provided for	35 per ct.
Do., old scrap, provided nothing shall be deemed old iron that has not been in actual use and fit only to be remanufactured, per ton	$8
Do., chains, trace chains, halter chains and fence chains, made of wire or rods, not less than ¼ of an inch in diameter, per lb	2½ cts.
Do., do., less than ¼ of an inch in diameter, and not under No. 9 wire gauge, per pound	3 cts.
Do., do., under No. 9.	35 per ct.
Do., anchors, or parts thereof, per lb.	2¼ cts.
Do., blacksmiths' hammers and sledges, axles, or parts thereof, and malleable iron, in castings, not otherwise provided for, per lb	2½ cts.
Do., wrought railroad chairs, per lb.	2 cts.
Do., wrought nuts and washers, ready punched, per lb.	2 cts.
Do., bed screws, per lb	2½ cts.
Do., wrought hinges, per lb	2½ cts.
Do., wrought board nails, spikes, rivets and bolts per lb	2½ cts.
Do., cut nails and spikes, per lb.	1½ cts.
Do., horse shoe nails, per lb	5 cts.
Do., cut tacks, brads or sprigs, not exceeding 16 oz. to the 1,000, per 1,000	2½ cts.
Do., do., exceeding 16 ounces to the 1,000 per lb	3 cts.
Do., galvanized or coated with any metal by electric batteries, per lb.	2½ cts.
Do., squares, marked on one side, per lb.	3 cts. and 30 per ct.
Do., do., all other per lb.	6 cts. and 30 per ct.
Do., taggers	30 per ct.
Iron, acetate of, per lb.	50 cts.
Istle, or Tampico fibre, per lb.	1 ct.
Ivory or bone dice, draughts, chessmen, chess balls, and bagatelle balls	50 per ct.
Jellies of all kinds.	50 per ct.
Jute, all manufactures of, not otherwise provided for	30 per ct.
Jute yarns	25 per ct.
Kaoline, per ton	$5
Kid gloves.	50 per ct.
Kirschenwasser, per gallon	$2
Knives, see "steel."	
Lastings, see "cloth."	
Lead, in pigs, per lb.	2 cts.
Do., in bars, per lb.	2 cts.
Do., old scrap, fit only to be remanufactured per lb.	1½ ct.
Do., in sheets or pipes, per lb.	2¾ cts.
Do., shot per lb.	2¾ cts.
Do., ore, per lb.	1½ ct.
Lead, white or red, dry or ground in oil, per lb.	3 cts.
Do., acetate of, per lb.	20 cts.
Lemons	25 per ct.
Lime, white, per lb.	3 cts.
Liquorice root, per lb.	2 cts.
Do. paste, per lb	10 cts.
Do. in rolls, per lb	10 cts.
Linens, brown and bleached, ducks, canvass, paddings, cotton bottoms, burlaps, diapers, crash, huckabucks, handkerchiefs, lawns or other manufactures of flax, jute or hemp, or of which flax, jute or hemp shall be the component material of chief value, not otherwise provided for, valued at 30 cents or less per square yard.	35 per ct.
Do., do., valued above 30 cts. per square yard	40 per ct.
Do., yarns, for carpets, not exceeding No. 8 lea, and valued at 24 cts. or less per lb.	30 per ct.
Do., do., valued above 24 cts. per lb.	35 per ct.
Linen thread, twine and packthread, and all other manufactures of flax or of which flax shall be the component material of chief value, not otherwise provided for.	40 per ct.
Liquors, spirituous, not otherwise enumerated	100 per ct.
Do. do., may be imported in bottles when the packages shall contain not less than one dozen, and all bottles shall pay a separate duty of, each.	2 cts.
Liquors—No lower rate or amount of duty shall be levied on brandy, spirits, and other spirituous beverages, than that fixed by law for first proof, but shall be increased in proportion for any greater strength than first proof.	
Do., none under first proof to pay a less rate of duty than	50 per ct.
Liqueurs, of all kinds, per gallon	$2
Litharge, per lb.	3 cts.
Mace, per lb.	40 cts.
Maps	25 per ct.
Marble, white statuary brocaletta, sienna and verde antique, in block, rough or squared, per cubic foot	$1 and 25 per ct.
Do., veined, and all other not otherwise provided for, in block, rough or squared, per cubic foot.	50 cts. and 20 per ct.
Mats, see "Carpets."	
Melado, per lb.	2½ cts.
Mineral green	30 per ct.
Do., blue.	30 per ct.
Mineral or medicinal waters, or waters from springs impregnated with minerals, for each bottle or jug containing not more than one quart.	3 cts. & 25 per ct.
Do., containing more than one quart, for each additional quart or fraction	8 cts. and 25 per ct.
Mohair cloth, see "cloth."	

Molasses; from sugar cane, per gallon. 8 cts.
Do., concentrated, per lb 2½ cts.
Do., all syrups of sugar or sugar cane, cane juice, concentrated molasses or concentrated melado, entered under the name of molasses or any other name than syrup of sugar, or of sugar cane, cane juice, concentrated molasses or concentrated melado, shall be liable to forfeiture to the United States.
Morphine and its salts, per oz $2 50
Mosaics, not set 10 per ct.
Murexide 25 per ct.
Nickel 15 per ct.
Nitric ether, spirits of, per lb 50 cts.
Nutmegs, per lb. 50 cts.
Oil, croton, per lb. $1
Do., olive, in flasks or bottles, per gall. $1
Do., do, salad, per gallon $1
Do., castor, per gallon $1
Do., cloves, per lb. $6
Do., cognac or œnanthic ether, per oz. $4
Do., petroleum and coal illuminating, per gallon 10 cts.
Do., illuminating, refined or produced from the distillation of coal, asphaltum, shale, peat, petroleum or rock oil, or other bituminous substances used for like purposes, per gallon 30 cts.
Opium, per lb $2 50
Do., prepared for smoking, and the extract of 100 per ct.
Oilcloths, for floors, stamped painted or printed, valued 50 cts. or less per square yard 30 per ct.
Oilcloths, valued over 50 cents per square yard, and all other except silk oilcloth 40 per ct.
Oranges 25 per ct.
Paddy, per lb. 1½ ct.
Palmleaf fans, each. 1 ct.
Pamphelets 25 per ct.
Parian ware, gilded, &c. 50 per ct.
Do., plain white. 45 per ct.
Paris white, per lb. 1 ct.
Paris green. 30 per ct.
Pearls, not set 10 per ct.
Peanuts, or ground beans, per lb 1 ct.
Do., shelled, per lb 1½ ct.
Pentips and penholders, or parts thereof 35 per ct.
Pens, metallic, per gross. 10 cts. and 25 per ct.
Percussion caps. 40 per ct.
Petroleum, crude, per gallon 10 cts.
Pimento, per lb 15 cts.
Do., ground, per lb 18 cts.
Pepper, black, white and red or cayenne, per lb. 15 cts.
Do., ground, per lb 18 cts.
Perfumery, of which alcohol forms the principle ingredient, per gallon $3 & 50 per ct.
Periodicals 25 per ct.
Philosophical apparatus and instruments imported for the use of any society incorporated for philosophical, literary or religious purposes, or for the encouragement of the fine arts, or for the use of, or by the order of any college, academy, school or seminary of learning in the United States 20 per ct.
Pine apples 25 per ct.
Pewter, old and fit only to be remanufactured, per lb. 2 cts.
Pipes, clay, common or white. 35 per ct.
Do., meerschaum, wood, porcelain, and all other tobacco smoking pipes, per gross. $1 50 and 75 per ct.
Do., cases, stems, mouthpieces and metallic mountings for pipes, and all parts of pipes or pipe fixtures 75 per ct.
Platina, articles of, or of which platina is a component 40 per ct.
Plaintains 25 per ct.
Playing cards, costing not over 25 cts. per pack, per pack 25 cts.
Do., costing over 25 cts. 35 cts.
Porcelain ware, gilded, ornamented or decorated in any manner, 50 per ct.
Do. plain white, not decorated in any manner 45 per ct.
Porcelain 40 per ct.
Porter, in bottles, per gallon. 35 cts.
Do., not in bottles, per gallon. 20 cts.
Precious stones, not set 10 per ct.
Prussian blue, dry or moist. 30 per ct.
Printed matter 25 per ct.
Pyroligenous acid, exceeding the specific gravity of 1,040 per lb 80 cts.
Do., not exceeding 1,040, known as No. 8, per lb 25 cts.
Pyrolignite of ammonia, per lb 70 cts.
Ratafia, and other similar spirituous beverages, not otherwise provided for, per gallon $2
Regulus of antimony 10 per ct.
Ribbons, silk 60 per ct.
Rice, cleaned, per lb. 2½ cts.
Do., uncleaned, per lb 2 cts.
Roman vitriol. 25 per ct.
Rubies not set. 10 per ct.
Rugs, see "Carpets."
Russia and other sheeting, of flax or hemp, brown and white 35 per ct.
Safflower, extract of 20 per ct.
Sail duck, or canvass for sails. 30 per ct.
Salt, in sacks, barrels or other packages, per 100 lbs. 24 cts.
Do., in bulk, per 100 lbs 18 cts.
Saltpetre, crude, per lb 2½ cts.
Santonine, per lb $5
Sardines. 50 per ct.
Satin white, per lb. 3 cts.
Saws, see "Steel."
Screens, see "Carpets."
Segars, see "Segars."
Screws of any other metal than iron and all other screws of iron, except wood screws. 35 per ct.
Do., wood, see "Wood screws."
Seines, per pound 6½ cts.
Shale, per ton (see coal) $1 25
Shawls, woollen (same as woollens).
Sheepskins, raw or unmanufactured, imported with the wool on, washed or unwashed 20 per ct.
Sheetings, of flax or hemp, brown or white 35 per ct.
Shirts, of wool, per lb 20 cts. and 30 per ct.
Shoddy, per lb. 3 cts.
Shot, lead, per lb 2¾ cts.
Silk, spun, for filling in skeins or cops. 25 per ct.
Silk, in the gum, not advanced more than singles, tram, and thrown or organzine 35 per ct.
Do., floss. 35 per ct.
Do., all dress and piece of silk, or of which silk is the component material of chief value. 60 per ct.
Do., sewing, in the gum or purified 40 per ct.
Do., ribbons 60 per ct.
Do., velvets 60 per ct.
Do., do., or of which silk is the chief material 60 per ct.
Silk vestings, pongees, shawls, scarfs, mantillas, pelerines, handkerchiefs, veils, bonnets, hats, caps, turbans, chemisetts hose, mitts, aprons, stockings, gloves, suspenders, watch chains, webbing, braids, fringes, galloons, tassel fringes, lace cords and trimmings 60 per ct.
Do., all manufactures of, not otherwise provided for. 50 per ct.
Silver, articles of, or of which silver is a component 40 per ct.
Syrup of sugar cane juice, per lb 2½ cts.
Sisal grass, all manufactures of, not otherwise provided for. 30 per ct.
Size, gold and patent 20 per ct.
Skates, see "Steel."
Slates 40 per ct.
Slate pencils 40 per ct.
Slate chimney pieces 40 per ct.
Do., mantels. 40 per ct.
Do., slabs for tables 40 per ct.
Do., all manufactures of 40 per ct.
Smalt 20 per ct.
Snuff, manufactured of tobacco, ground, dry or damp, and pickled, scented or otherwise, of all descriptions, per lb 50 cts.
Snuff, flour. Same as "Snuff."
Soap, fancy, perfumed, honey, transparent and all descriptions of toilet and shaving soap, per lb. 10 cts. and 25 per ct.
Do., all not otherwise provided for, per lb. 1 ct. and 30 per ct.
Spanish brown 25 per ct.
Spelter, in blocks or pigs, per lb 1½ cts.
Spelter, in sheets, per lb 2½ cts.
Spirits, see "Liquors."
Spirits other than brandy, manufactured or distilled from grain or other materials, first proof, per gallon $2
Spirits, imitations of, same as "Brandy."
Spirits of turpentine, per gallon 30 cts.
Starch, made of potatoes or corn, per lb. 1 ct. and 20 per ct.
Do., made of rice or any other material, per lb. 3 cts. and 20 per ct.
Steel, in ingots, bars, coils, sheets or wire, not less than one-quarter of an inch in diameter, valued at 7 cts. per lb., or less, per lb 2½ cts.
Do., valued at above 7 cts. and not above 11 cts per lb., per lb. 3 cts.
Do., value above 11 cts. per lb., per lb. 3½ cts. and 10 per ct.
Do., wire, less than one quarter of an inch in diameter and not less than No. 16 wire guage, per lb. 2½ cts. & 20 per ct.
Do., less or finer than No. 16, per lb. 3 cts. and 20 per ct.
Do., in any form, not otherwise provided for. 30 per ct.
Do., skates, costing 20 cts. or less pair, per pair. 3 cts.
Do., costing over 20 cts. per pair. 35 per ct.
Do., cross cut saws, per lineal foot 10 cts.
Do., mill, pit, and drag saws, not over 9 inches wide, per lineal foot 12½ cts.
Steel, handsaws, not over 24 inches in length, per dozen. 75 cts. and 30 per ct.
Do., do., over 24 inches long, per dozen. $1 and 30 per ct.
Do., backsaws, not over 10 inches in length, per dozen. 75 cts. and 30 per ct.
Do., do., over 10 inches long, pr doz. $1 & 30 per ct.
Do., files, file blanks, rasps and floats of all descriptions, not exceeding 10 inches in length, per lb. 10 cts. and 30 per ct.
Do., do., exceeding 10 inches in length, per lb. 6 cts. and 30 per ct.
Do., penknives, jackknives or pocket knives of all kinds. 50 per ct.
Do., needles, for knitting or sewing machines, per 1,000 $1 and 35 per ct.
Do., squares (not including iron squares marked on one side), per lb. 6 cts. & 30 per ct.
Do., all manufactures of, or of which steel shall be a component part, not otherwise provided for. 45 per ct.
Steel, all articles of, partially manufactured, or of which steel shall be a component part, not otherwise provided for, to pay the same as if wholly manufactured.
Stoneware, common 25 per ct.
Do., not ornamented. 25 per ct.
Stoneware, see "Earthenware," not otherwise provided for. 40 per ct.
Strychnine and its salts, per oz. $1 50
Strontia, acetate of, per lb 50 cts.
Sugar, not above No. 12, D. S. in color, per lb 3 cts.
Do., above No. 12 D. S., and not above No. 15 D. S., in color, per lb. 3½ cts.
Do., above No. 15, not stove dried, and not above No. 20 D. S., per lb 4 cts.
Do., refined in form of loaf, lump, crushed, powdered, pulverized or granulated, per lb. 5 cts.
Do., stove dried or other above No. 20, per lb 5 cts.
Do.—The standard by which the color

and grade of sugar are to be regulated shall be selected and furnished to the collectors of such ports of entry, as may be necessary, by the Secretary of the Treasury, from time to time and in such manner as he may deem expedient.	
Sugar candy, not colored, per lb	10 cts.
Sugars, see "Confectionery," after being refined, when tinctured, colored, or in any way adulterated, when valued at 30 cts. per lb. or less, per lb.	15 cts.
Sugar cane juice, syrup of, per lb.	2½ cts.
Sulphate of copper	25 per ct.
Sulphur, flour of, per ton	$20 and 15 per ct.
Taggers iron	30 per ct.
Tampico fibre, per lb	1 ct.
Tannin, per lb	$2
Tannic acid, per lb	$2
Tarred cables or cordage, per lb	3 cts.
Teas, of all kinds, per lb	25 cts.
Terra Alba	20 per ct.
Tenteneegue, manufactured in blocks or pigs, per lb	1½ cts.
Do., in sheets, per lb	2¼ cts.
Thread, pack	40 per ct.
Tica, crude	20 per ct.
Tin plates, galvanized, per lb	2½ cts.
Tobacco, in leaf, unmanufactured and not stemmed, per lb	35 cts.
Do., manufactured of all descriptions, per lb	50 cts.
Do., stemmed, not otherwise provided for, per lb	50 cts.
Do., snuff made of, per lb	50 cts.
Toys	50 per ct.
Turpentine, spirits of, per gallon	30 cts.
Twine, flax or linen	40 per ct.
Ultramarine	25 per ct.
Velvets, silk	60 per ct.
Vinegar, per gallon	10 cts.
Vitriol, blue or Roman	25 per ct.
Walnuts, per lb	3 cts.
Waste, per lb	3 cts.
Watches, gold or silver	25 per ct.
Wearing Apparel. Same as "Clothing."	
Whiting, per lb	1 ct.
Do., ground in oil, per lb	2 cts.
Wines, champagne and sparkling, in bottles, shall not pay a less rate of duty than $6 per dozen bottles, each bottle containing not more than one quart and more than one pint, or $6 per two dozen bottles, each bottle containing not more than one pint.	
Wines of all kinds, valued at not over 50 cts. per gallon, per gallon. 20 cts. &	25 per ct.
Do., do., valued at over 50 cts. per gallon and not over $1, per gallon. 50 cts. and	25 per ct.
Do., valued at over $1 per gallon, per gallon	$1 and 25 per ct.
Wines, imported by any name whatever, subject to the highest rate of duty provided for the genuine article, and in no case less than	$1
Wines, when imported in bottles, to pay on each bottle, additional 2 cts.	
Wire, covered with cotton silk, &c., see "Iron."	
Wood pencils, filled with lead or other materials, per gross	50 cts. and 30 per ct.
Wood screws, two inches or over in length, per lb	8 cts.
Do., less than two in length, per lb	11 cts.
Wool, unmanufactured, and all hair of the alpaca, goat and other like animals, unmanufactured, the value of which at the last port or place from whence exported to the United States, exclusive of charges in such ports, shall be 12 cts. or less per lb., per lb.	8 cts.
Do., exceeding 12 cts. and not exceeding 24 cts. per lb., per lb	6 cts.
Do., exceeding 24 cts. and not exceeding 32 cts. per lb. per lb. 10 cts. and	10 per ct.
Do., do., exceeding 32 cts. per lb., per lb	12 cts. and 10 per ct.
Do., any, or hair, as above, which shall be imported in any other than the ordinary condition, as now and heretofore practised, or which shall be changed in its character or condition for the purpose of evading the duty, or which shall be reduced in value by the admixture of dirt or any foreign substance, shall be subject to a duty of, per lb	12 cts. and 10 per ct.
Do., when different qualities of are imported in the same bale or bag or package, and the aggregate value of the contents shall be appraised by the appraisers at a rate exceeding 24 cts. per lb., per lb	10 cts. and 10 per ct.
Do., when bales of different qualities are embraced in the same invoice, at the same price, whereby the average price shall be lessened by more than 10 per ct., the value of the whole shall be appraised according to the value of the bale of the best quality; and no bale, bag, or package shall be liable to a less rate of duty in consequence of being invoiced with wool of lower value.	
Wool, increased in value by being scoured, in lieu of the duties as above three times the amount of such duties.	
Woollen cloths, and all manufactures of wool of every description, made wholly or in part of wool, not otherwise provided for, per lb. 24 cts. and	40 per ct.
Do., lighter, value over $2 per square yard, in addition to foregoing	5 per ct.
Woollen, clothing, see "Clothing."	
Do., blankets, see "Blankets."	
Do., Balmorals, see "Balmorals."	
Woollen shawls, same as "Woollen Cloths."	
Woollens, composed of worsted, and weighing over eight ounces to the square yard, same duties as woollen cloths.	
Do., endless belts or felts for paper, and blanketing for printing machines, per lb	20 cts. and 35 per ct.
Woollen, flannels, see "Flannels."	
Woollen yarn, value 50 cts., and not over $1 per lb., per lb	20 cts. and 25 per ct.
Do., do., value over $1 per lb., per lb	24 cts. and 30 per ct.
Do., do., for carpets, value less than 50 cts., and not exceeding in fineness No. 14, per lb	16 cts. and 25 per ct.
Woollen, children's and ladies' dress goods, wholly or in part of wool, worsted, mohair, alpaca or goats' hair, gray or uncolored, not exceeding in value 30 cts., per square yard, per square yard	4 cts. and 25 per ct.
Do., do., exceeding 30 cts. per square yard, per square yard	6 cts. and 30 per ct.
Do., do., stained, colored or printed, not exceeding in value 30 cts. per square yard, per square yard	4 cts. and 30 per ct.
Do., do., exceeding 30 cts. per square yard, per square yard	6 cts. and 35 per ct.
Do., all manufactures of wools or of which wool will be a component material not otherwise provided for, per lb	20 cts. and 35 per ct.
Woollen hats, per lb	24 cts. and 35 per ct.
Woollen shirts, drawers and hosiery, or do. of which wool shall be a component material, not otherwise provided for, per lb	20 cts. and 30 per ct.
Worsted bunting	50 per ct.
Worsted, manufactures of, or of which worsted shall be a component material, not otherwise provided for	50 per ct.
Worsted yarn, same as "Woollen Yarn."	
Yarn, hemp, per lb	5 cts.
Yarn, coir, per lb	1½ ct.
Yarn, flax or linen, see "Linen."	
Yarns, jute	20 per ct.
Zaffre	20 per ct.
Zinc, manufactured in blocks or pigs, per lb	1½ cts.
Zinc, in sheets, per lb	2¼ cts.
Do., acetate of, dry or ground in oil, per lb	50 cts.

Grain Trade of Buffalo.

The eastward movement of the flour and grain from the west through Buffalo from January 1 to July 1, 1864, shows a decrease as compared with the corresponding period of 1863, of 379,997 barrels of flour and 4,433,889 bushels of grain. The Buffalo *Express* gives place to the following statement showing the imports of flour and grain into Buffalo by lake and the Buffalo and Lake Huron Railway during the past six months, as compared with the preceding years:

	Flour, bbls.	Grain, bush.	Grain, includ. Flour, bush.
1864	811,560	13,950,183	18,007,863
1863	1,191,557	18,384,055	24,351,834
1862	1,037,347	13,908,908	20,095,653
1861	598,491	11,598,164	14,590,610
1860	387,056	6,543,256	8,175,236

Grain Trade of Oswego.

The following will show the receipts of flour and grain at Oswego, by lake, from the opening of navigation to July 1, in the years indicated:

	1862.	1863.	1864.
Flour, bbls	111,079	53,345	22,129
Wheat bush	3,413,490	2,023,766	2,139,818
Corn, bush	1,195,953	986,362	299,610
Oats, bush	4,000	37,784	159,279
Barley, bush	198,857	25,707	10,935
Rye, bush	88,044	36,676	116
Peas, bush	47,349	12,677	150,452
Total Grain, bu	4,942,695	3,122,972	2,780,210

Grain Trade of New York.

The following will show the receipts and shipments of flour and grain from New York for six months ending June 30:

RECEIPTS.

	1864.	1863.
Flour, bbls	1,964,370	2,104,610
Corn Meal, bbls	179,850	138,230
Wheat, bu	5,437,480	5,349,660
Corn, bu	1,917,430	5,247,940
Oats, bu	3,302,070	3,440,740
Barley, bu	688,350	377,380
Rye, bu	63,525	182,470

EXPORTS.*

Flour, bbls	1,120,085	1,247,264
Corn Meal, bbls	68,054	76,185
Wheat, bu	7,497,230	6,988,364
Corn, bu	149,395	5,183,789
Rye, bu		276,438

* Exclusive of Coastwise Shipments.

FOR SALE.

SIX NEW FIRST-CLASS FLAT CARS, 4 feet 8½ inch gauge. Apply to

GEO. T. NEWHALL.

New Haven, Conn.

Government Agency and Designated Depository of the U. S.

JOSEPH U. ORVIS, Prest. JOHN T. HILL, Cashier.

THE NINTH NATIONAL BANK

OF THE CITY OF NEW YORK,

363 BROADWAY.

AUTHORIZED CAPITAL,.....$2,000,000.

CASH CAPITAL,.....1,000,000.

Accounts of Banks, Bankers, and Business men solicited.

Government Bonds for sale, 10-40s on hand, the most popular loan for the people—1-5 of 1 per cent allowed.

Will take subscriptions for the Hon. Mr. Fessenden's new Government Loan—7 3-10s. Also continues to take subscriptions for 10-40s.

Hallgarten & Herzfeld,

BANKERS AND BROKERS,

DEALERS IN STOCKS, GOLD, U. S. SECURITIES,

FOREIGN EXCHANGE AND NOTES.

28 Broad street,

CORNER OF EXCHANGE PLACE, N. Y.

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BANKERS and BROKERS

14 PINE STREET,

NEW YORK.

Dealers in Stocks, Bonds, and Government Securities on Commission only.

BARTHOLOMEW SKAATS, GIDEON SKAATS.

Eighth National Bank,

OF THE CITY OF NEW YORK.

No. 650 Broadway, near Bleecker Street.

DIRECTORS.

BENJAMIN LODER, WILLIAM S. CORWIN,
C. G. CORNELL, THOMAS McLELLAND,
BENJAMIN T. SEALEY, JOHN S. MARTIN,
CONRAD BRAKER, Jr., ROBERT DUNLAP,
EDWARD C. ROBINSON.

Designated Depository and Fiscal Agent of the United States. Have for immediate delivery the various denominations of the National 1v-40 Loan.

U. S 7 3-10 Treasury Notes converted into 1881 Bonds.

E. C. ROBINSON, President.

CHARLES HUDSON, Cashier.

NEW 7 3-10 LOAN AND TEN-FORTY BONDS.

TENTH NATIONAL BANK,

No. 240 Broadway.

Will receive subscriptions for the New 7 3-10 Treasury Notes, which will be dated Aug. 15, with semi-annual coupons, and issued in sums of $50, $100, $500, $1,000 and $5,000. Parties subscribing will be allowed interest to Aug. 15, and the commission allowed by Government of $2 50 on each $1,000. The Ten-Forty 5 per cent. Bonds date from March 1, and 50 per cent. premium for gold interest. Payments must be made in Legal-Tenders or National Bank Notes.

D. L. ROSS, President.

J. H. STOUT, Cashier. 4t-31

RENSSELAER POLYTECHNIC INSTITUTE, TROY, N. Y. The FORTY-FIRST ANNUAL SESSION of this well-known SCHOOL OF ENGINEERING AND NATURAL SCIENCE, will commence SEPT. 14th, 1864. The PRINCIPAL BUILDING is completed and ready for occupation. The NEW ANNUAL REGISTER, giving full information, may be obtained at APPLETON'S Bookstore, New York, or from

8t-31 Prof. CHARLES DROWNE, Director, Troy, N. Y.

MARIETTA AND CINCINNATI R. R. Co., R. O., CHILLICOTHE, O., 20th July, 1864.

COUPONS.—The interest of the first (and only) Mortgage Bonds of this Company due on the 1st of August will be paid on and after that day at the office of Messrs. WINSLOW, LANIER & CO., New York, on presentation of the Coupons.

2t-31 W. E. WATSON, Secretary.

THE NEW YORK CENTRAL RAILROAD COMPANY, TREASURER'S OFFICE, ALBANY, July 18, 1864.

TWENTY-SECOND SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-Annual Dividend of Four per Cent, on the capital stock thereof, free of the United States Income Tax, payable on the 20th day of August next.

Dividends in New York will be paid at the office of DUNCAN, SHERMAN & CO.; in Boston, at the office of J. E. THAYER & BROTHER; in Albany, at the ALBANY CITY BANK.

The transfer books will be closed at the close of business on Saturday, the Thirtieth day of July instant, and be reopened on the morning of Wednesday, the twenty-fourth day of August next.

5t-30 JOHN V. L. PRUYN, Treasurer.

TRANSFER OFFICE OF THE CHICAGO AND NORTH-WESTERN RAILWAY CO., No. 8 Wall st., NEW YORK, July 26, 1864.

COUPONS due August 1, 1864, from Preferred Sinking Fund Bonds, General First Mortgage Bonds, Appleton Extension Bonds and Green Bay Extension Bonds of the CHICAGO AND NORTH-WESTERN RAILWAY COMPANY, and from First Mortgage Bonds of the GALENA AND CHICAGO UNION RAILROAD COMPANY will be paid on and after that date, on presentation at this Office.

2t-31 JAMES R. YOUNG, ecretary.

OFFICE MARIETTA AND CINCINNATI RAILROAD COMPANY, R. O.

DIVIDENDS.—The Board of Directors have declared the following dividends, payable the 15th of August, for the half year ending the 30th of June, which will be paid to parties appearing as stockholders on the first of July, viz.:

A CASH DIVIDEND of 3 PER CENT on the first preference shares.

A STOCK DIVIDEND of 3 PER CENT on the second preference shares, in shares of the same class.

Stockholders registered at the agency in New York, will receive their dividends at the Farmers' Loan & Trust Company in New York, and those registered at the office in Chillicothe, O., will be paid at this office.

2t-31 WM. E. WATSON, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO., NEW YORK, June 14, 1864.

IN ACCORDANCE with a resolution of the Board of Directors of the Illinois Central Railroad Company, notice is hereby given to the holders of the canceled bonds scrip to present their certificates at the office of the Company, No. 21 Nassau-st., for conversion into the scrip stock of the company. L. A. CATLIN, Secretary.

BAIRD'S PATENT

Incrustation Preventer,

AND REMOVER

FOR STEAM BOILERS,

In either Salt or Fresh Water. No invention connected with Steam Power combines so many advantages as this. The economy in fuel alone, from its use, repays the cost of the preventive. Certificates from Engineers and owners of Steam Boilers, at sea and on shore, can be seen at the office of

JAS. F. LEVIN,
23 Central Wharf, Boston.

MERRITT & WALCOTT, 69 Courtlandt Street, New York. 20 Front Levee, New Orleans.

LEMUEL W. SERRELL,

SOLICITOR OF

AMERICAN & FOREIGN PATENTS,

NO. 121 NASSAU STREET,

NEW YORK.

THE PEOPLE'S GOLD AND SILVER

MINING COMPANY,

AMADOR COUNTY CALIFORNIA.

CAPITAL, $500,000.

Incorporated under the laws of the State of California

TRUSTEES.

WILLIAM HEFFLEY, FRANK T. ALLING,
JOHN B. PILKINGTON, SAMUEL NEWELL,
HENRY A. REED.

WILLIAM HEFFLEY, President
SAML. NEWELL, Secretary.
JAMES M. PATTEE, Treasurer.

Shares, five dollars, no assessments. Office No. 8 Pine Street, Room No. 4.

D. L. M. MOORE, Agent,
At the Office of the Company.

Solid Emery Vulcanite.

WE are now manufacturing wheels of this remarkable substance for cutting, grinding and polishing metals, that will outwear hundreds of the kind commonly used, and will do a much greater amount of work in the same time, and more efficiently. All interested can see them in operation at our warehouse, or circulars describing them will be furnished by mail.

NEW YORK BELTING AND PACKING Co.,
Nos. 37 and 38 Park Row, New York.

MACHINE BELTING,

STEAM PACKING, ENGINE HOSE.

THE superiority of these articles, manufactured of vulcanized rubber, is established. Every belt will be warranted superior to leather, at one-third less price. The Steam Packing is made in every variety, and warranted to stand 360 degs. of heat. The Hose never needs oiling, and is warranted to stand any required pressure; together with all varieties of rubber adapted to mechanical purposes. Directions, prices, etc., can be obtained by mail or otherwise at our warehouse.

NEW YORK BELTING AND PACKING CO.,
JOHN H. CHEEVER, Treasurer,
Nos. 37 and 38 Park Row, New York.

DUNBAR'S PATENT ANTI-FRICTION STEAM

PISTON PACKING,

SAVES 5 TO 20 PER CENT. OF FUEL.

Applied to NEW and OLD Engines,

By Hamilton E. Towle,

ENGINEER,

78 CEDAR ST., NEW YORK.

PROPOSALS FOR LOAN.

TREASURY DEPARTMENT, July 25, 1864.

Notice is hereby given that subscriptions will be received by the Treasurer of the United States, the several Assistant Treasurers and designated Depositaries, and by the National Banks designated and qualified as Depositaries and Financial Agents, for Treasury Notes payable three years from August 15, 1864, bearing interest at the rate of seven and three-tenths per cent per annum, with semi-annual coupons attached, payable in lawful money.

These notes will be convertible at the option of the holder at maturity, into six per cent gold bearing bonds, redeemable after five and payable twenty years from August 15, 1867.

The Notes will be issued in denominations of fifty, one hundred, five hundred, one thousand, and five thousand dollars, and will be issued in blank, or payable to order, as may be directed by the subscribers.

All subscriptions must be for fifty dollars, or some multiple of fifty dollars.

Duplicate certificates will be issued for all deposits. The party depositing must endorse upon the ORIGINAL certificate the denomination of notes required, and whether they are to be issued in blank or payable to order. When so endorsed it must be left with the officer receiving the deposit, to be forwarded to this Department.

The notes will be transmitted to the owners free of transportation charges as soon after the receipt of the original Certificates of Deposit as they can be prepared.

Interest will be allowed to August 15 on all deposits made prior to that date, and will be paid by the Department upon the receipt of the original certificates.

As the notes draw interest from August 15, persons making deposits subsequent to that date must pay the interest accrued from date of note to date of deposit.

Parties depositing twenty-five thousand dollars and upwards for these notes at any one time will be allowed a commission of one-quarter of one per cent, which will be paid by this Department upon the receipt of a bill for the amount, certified to by the officer with whom the deposit was made. No deductions for commissions must be made from the deposits.

Officers receiving deposits will see that the proper endorsements are made upon the original certificates.

All officers authorized to receive deposits are requested to give to applicants all desired information, and afford every facility for making subscriptions.

W. P. FESSENDEN,

Secretary of the Treasury.

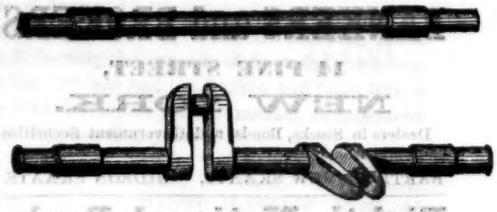
Subscriptions will be received by the

ASSISTANT TREASURER OF THE UNITED STATES, corner of Wall and Nassau Streets.

First National Bank of New York, No. 4 Wall Street.
Second National Bank of New York, 23d st. & Broadway.
Third National Bank of New York, 5 Nassau St.
Fourth National Bank of New York, 27 & 29 Pine St.
Fifth National Bank of New York, 338 Third Ave.
Sixth National Bank of New York, 6th Av. & Broadway.
Eighth National Bank of New York, 650 Broadway.
Ninth National Bank of New York, 363 Broadway.
Tenth National Bank of New York, 240 Broadway.
Central National Bank of New York, 71 Duane St.
National Exchange Bank of New York, 184 Greenwich st.

AND ALL RESPECTABLE BANKS AND BANKERS throughout the country will doubtless AFFORD FACILITIES TO SUBSCRIBERS.

CAST STEEL.



MANUFACTURED BY

NAYLOR, VICKERS & CO., SHEFFIELD, ENGLAND.

CAST STEEL TYRES WITHOUT WELD,

Reversible Crossings and Frogs, Disc Wheels, Pistons and Piston Rods without weld, Crank and Straight

AXLES, AND EVERY DESCRIPTION OF STEEL FOR RAILWAY PURPOSES.

STEEL CROSSINGS have been in use more than three years with very little perceptible wear, in places where the ordinary ones had to be replaced every four months. They have been estimated to be good for ten years in the worst places.

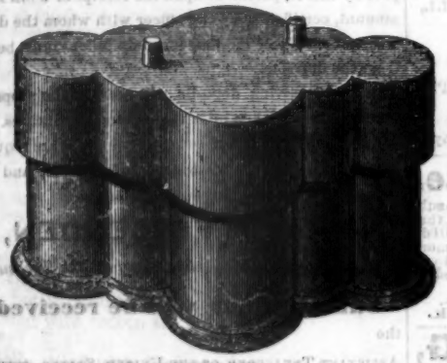
THE "VICKERS" TYRES are in constant and extensive use on almost all the Railways in Great Britain, and also on many roads in other parts of Europe. Their chief advantages are:—1. Their Durability: they will outlast any Iron Tyre without being turned, and for this reason are cheaper than Iron Tyres (free of cost). 2. Their Safety: being without a weld they are not liable to break, and Steel is proved to be a stronger and tougher metal than any other. 3. Their Uniformity: they do not wear in flat places nor "laminate." 4. They are not injuriously affected by frost, and are guaranteed to stand the severest climate.

STEEL AXLES will be found economical, because they may with safety be made much lighter than those of Iron. They will wear longer and "smoother," and will consume much less oil; nor are they liable to granulate from constant use.

For CIRCULARS, GIVING FULL PARTICULARS AND TESTIMONIALS, PRICES, etc., apply to **NAYLOR & CO.,**

421 Commerce street, Philadelphia; 99 John street, New York; 80 State street, Boston.

UNION CAR SPRING
MANUFACTURING COMPANY.

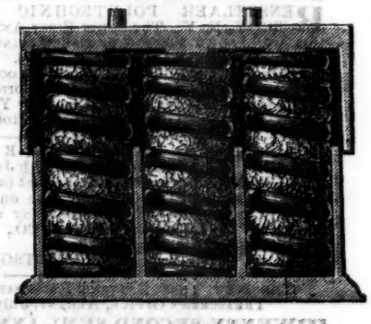


Office, 132 Broadway,

MANUFACTORY,

286 and 288 SEVENTH AVENUE,

NEW YORK.



CHARLES BUTLER, President.

THOMAS BOND, Treasurer.

JOHN HALDEMAN, Superintendent.

MANUFACTURED solely by the "UNION CAR SPRING MANUFACTURING COMPANY."

This Spring is made by placing Steel Spiral Springs packed with wool in the inside only, in a casting with cylindrical apertures or cells just large enough to receive the filled spirals, with a cap or cover fitting over and outside the casting.

Size and capacity can be varied so as to give any amount of elasticity, or, any amount of carrying capacity.

These Springs have been examined by many of the leading railroad experts of the country and in every instance with unqualified approval.

Springs that were rudely made before our manufactory was in operation are running with a satisfactory success on important roads. A set of Freight Springs imperfectly made and tempered were placed by the Penn. Central under their heaviest Freight Locomotive tender on the mountain division of their road, and gave entire satisfaction. They placed another set on one of their Freight Cars, which with its load made a total weight of 32,000 pounds and still left a motion of half an inch.

Most Railroad experts agree in the opinion that they have no spring which meets their wants. One spring which has great softness, has almost as much lateral motion as vertical; is rigid in cold weather, and short lived. Another spring which has life, has so much rigidity as to wear the roadway and rolling stock as much or even more than the twisting which follows the combination of an excessive lateral and vertical motion. Springs of other combinations must be made rigid in order to preserve their component parts.

We believe we have succeeded in avoiding these objections and can offer a spring, which while it is elastic, will have great range of motion, with a direct vertical action, and durability.

Wool is one of the most indestructible of elastic substances, and has an elasticity which cannot be entirely exhausted with any weight which can be placed on a car, and yet, the back-bone of the Spring is the Steel Spirals.

The impossibility of exhausting with any usual load the column of wool in the spiral, prevents the Spirals coming home, and bringing steel against steel, which by causing crystallization, destroys the steel. The wool is packed in the coils by a powerful press, or it would be of no service.

Our springs are light in weight and easy of adaptation, as they can be placed where any other spring can be placed, and besides, they have that which is only acquired elsewhere by placing two or more springs together, viz: breadth of base.

We ask, when it is possible, an inspection of our works, as we feel convinced that an examination there will prove the superior merit of our Springs, and the perfection of our process.

We ask that you shall order one set, at least, and judge for yourself by personal test, and if you have bolsters under your tenders, make the test there, as it is the most severe.

The excellence of our Spring, its ease of adaptation, its meeting the great want expressed by railroad men that their freight cars should be carried by elastic springs both to save roadway, rolling stock, and *to carry freight in nearly as good order as it can be carried by water*, together with the *saving* in motive power by drawing a *lively* load instead of a *dead* load, will commend our Spring to your attention.